VOLUME V NUMBER 7

Special Legislation Issue

March 1, 1968

25¢

The Motorcycle Enthusiast's Weekly Newspaper

CYCLE NEWS

YOUR FREEDOM IS IN DANGER!

NEW LEGISLATION THREATS and what you better do about it

See pages 5, 6 & 7

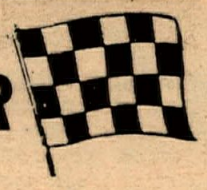
PLUS SCRAMBLES FUN AND OTHER GOOD THINGS

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

NEWSPAPER

NATIONAL CALENDAR OF EVENTS

RACING- IT MAKES THE WORLD BETTER



Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

EVERY FRIDAY NIGHT

INDOOR SHORT TRACK at Portland, Oregon Exposition Center. Paved track, classes 0-250cc, Class A & C. Time trials at 8 p.m., first heat at 8:30 p.m. Regular short track program plus handicap event, fast time attempts, match races, etc. Will run every Friday night for rest of winter.

TT STEEPLECHASE RACES at Trojan Raceway, ACA sanctioned. Located corner Long Beach Fwy. and Firestone Blvd. Take Firestone to Garfield, go south on Garfield, west on Southern to track entrance. Points, trophies and money. Starts at 8 p.m. Every Friday night until April.

EVERY SATURDAY

BAY MARE RACE TRACK, off Hwy. 118 between Somis and Moorpark, Calif., is open all day for practice.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12030 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd. L. Street bike preferably, 9 a.m. start, $10 per student. For info call Bob Braverman at (213) 785-2421.

EVERY SATURDAY NIGHT

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes. Spectators welcome.

EVERY SUNDAY

TT RACES at Bay Mare Track. Directions: Off Hwy. 118 between Somis and Moorpark, Calif. Track open for practice at 9 a.m., races start at 11:30 a.m. Call (805) 495-8928.

SUNDAY, FEBRUARY 25th

HARE SCRAMBLES by Sidewinders M.C. of Trona, Calif. AMA Point run, all classes. Starting time 10 a.m., entry fee $3.25. Limed north of Red Mountain.

SCRAMBLES by Salinas Scramblers M.C. at Salinas, Calif. AMA sanc., no machines under 250cc, all other classes. All riders and machines must comply with Dist. 36 rules. Refreshments on grounds. Practice and signup 9:30-11:30 a.m., race at 12 noon. Admission $1.50 to ride or watch. Located at Salinas Ramblers clubgrounds, 12 mi. north of Salinas on Hwy. 101.

TT SMOOTH SCRAMBLES by Shasta M.C. of Redding, Calif. Turn west off business loop 5 between Anderson and Redding, Calif., follow signs to track. Practice at 10 a.m., race at 1 p.m. For more info call (916) 241-4008.

TT SCRAMBLES by Perris Valley M.C. at Perris M/C Recreation Center, 1-1/2 miles southwest of Perris, Calif., off Hwy. 74. No engines started before 8 a.m. AMA point run, donation $1.25, entry fee $2.00, children under 12 free. All lightweights 9 a.m. to 12 noon. All heavyweights 12 noon til ?

SPORTSMAN TT SCRAMBLES by Mesa M.C. at Mesa Speedway, located one mile east of Brown Field; take Main Street turnoff at Chula Vista, Calif. and follow the lime to Brown Field and out to the speedway. AMA sanc. Practice at 10 a.m., first race at 12 noon. For more info contact W.A. Wilkinson, Sec'y, Mesa M.C., 3510 Valley Vista Rd., Bonita, Calif. 92002.

ROUGH WINTER MOTO-Cross by Sierra Cycle Club at Lincoln, Calif. AMA sanc., rain or shine. One mile laps, knobbies recommended. Signup 9 a.m., races begin at 11 a.m. Beautiful trophies in all classes, number plates required. One mile east of Lincoln, corner of Gold Hill Rd. & Hungry Hollow Rd. For further info call (916) 885-5491.

MOTO-CROSS presented by Lompoc Slo-Pokes M.C. at Santa Maria Speedway, just off Hwy. 101, Santa Maria, Calif. Limed from Bakersfield exit on Hwy. 101. Practice at 10 a.m., first race 12:30 p.m. $1.50 race, spectators free, no affiliation required.

ENGLISH TRIALS by So. Cal. Trials Assn. at Little Rock, Calif. Foothill trails area, $1.00 per bike to ride the area, $2.00 to ride the trials. Limed from 77th St. in Little Rock. Take 77th St. to "V" St., turn right to cabana area. Starting time 10 a.m. Overnight campout Sat. night. Good all-around loop, a little water, mud, rocks, hills, sand. You name it, we'll have it. More more info call SCTA Sec'y Ray Moreau at (213) 370-8491. Next race March 24th.

FEBRUARY 23, 24 & 25th, 1968

WESTERN STATES CHAMPIONSHIP SNOMOBILE RACES at Mammoth Mountain, Calif. Friday, Feb. 23, hundred mile cross country; Sat. Feb. 24, closed circuit race similar to hare scrambles; Sunday, Feb. 25, 1/2-mile oval sprint races. Also powder puff cross country, drag races, kids races, relay, obstacle course & hillclimb. For more dope call Mary Granger, (714) 934-2581.

WEDNESDAY, FEBRUARY 28th

MOTORCYCLE RACERS, INC. GENERAL MEMBERSHIP MEETING, at 5250 W. Imperial Blvd., Los Angeles, Cal., 1-1/2 blks. west of San Diego Fwy. Important meeting. Agenda: Annual MRI general elections, 1968 purses, future races. Starts 8:30 p.m. SHARP. All professional racers and tuners, MRI members or not, are urged to attend, as well as fans, dealers, interested parties. Refreshments will be served.

FRIDAY, MARCH 1st

DISTRICT 37 AWARDS BANQUET at the Coda Restaurant, located at Manchester and Stanton in Buena Park, Calif.

SATURDAY, MARCH 2nd

SAFETY GYMKHANA (postponed from Feb. 17 because of rain). Fun and games with a safety theme. Prizes to winners. Starts at 9 a.m. at L.A. County Fairgrounds, Pomona, Calif. Open to San Gabriel Valley residents only.

NOVICE TT at Ascot Park, 183rd and Vermont, Gardena, Calif., just off the Harbor & San Diego Fwys., presented by J.C. Agajanian. Full program of professional Novice AMA steeplechase races, prelim. to 100-lapper on Sun. Mar. 3.

SAT. & SUN. MARCH 2 & 3rd

ELSINORE WINTER NATIONALS presented by Nat'l Off The Road Assoc. (NORRA) at Elsinore Raceway, near Lake Elsinore, Calif., east of Hwy. 71. Three events - motorcycles, dune buggies and 4-wheelers. Trophies to first 10 places in motorcycle events. Two-mile obstacle course for bikes, entry $5.00, start position determined by receipt of entry. Deadline Feb. 23. Practice runs and qualifying on Sat., Mar. 2, two classes for bikes - under 250cc and over 250cc. Write Elsinore Raceway, Inc. at 1951 E. Colorado Blvd., Pasadena, Calif. 91107 for entry blanks and further info.

SUNDAY, MARCH 3rd

ANNUAL 100-LAP TT STEEPLECHASE at Ascot Park, 183rd & Vermont, Gardena, Calif., just off Harbor & San Diego Fwys. AMA Experts and Amateurs, 33-man field, presented by J.C. Agajanian. Time trials at noon, first race 2 p.m. All the stars will be there. Additional program of sidecar racing.

8th ANNUAL INT'L. CHAMPIONSHIP ROAD RACE at Austin, Texas. AMA-sanctioned sportsman event presented by Southwest M/C Racing Assoc. at Austin Raceway Park, located 10 miles north of Austin on Interstate 35 & FM 1325. This event, held in San Angelo, Texas for the past 7 years, has been moved at Austin because of the much improved track and location in Austin. Whole course visible, seats 6000 in grandstand, first-class concession and restroom facilities. All classes. Practice 8 a.m. to noon, road races 2 p.m. New 1.5-mile super-traction asphalt course features 3 left and 5 right turns running to the right. The #3 turn is a 160-degree 90 mph "Monza" wall, 2700-ft. straightaway allows speeds in excess of 140 mph. Also stock production classes, club events and drag races. Riders enter free, spectators $2.00. Participant and pit pass holder insurance furnished. Eight more road races scheduled by SMCA in '68. For more info contact (915) 949-1030 or write Races, 2507 TCU Ave., San Angelo, Texas 76901.

ACA MOTO-CROSS, Castaic Park, located north of Los Angeles on Hwy. 99, 1/2 mile past Honor Farm. Turn left and go west on Hasley Canyon Road 5 miles to track. All classes 100cc through Open. Pit gates open 8:00 a.m., first event 11:30 a.m. Ambulance, concessions and sanitary facilities available. Genl. admission $1.50. Children free when accompanied by an adult.

MOTO-CROSS run in Crescent City, Calif. Sponsored by the Redwood Scramblers M.C. All riders invited.

2nd ANNUAL TIGER TOUR POKER RUN by El Tigres M.C. Entry fee 99¢. Starts from Long Beach Harley-Davidson, 3654 Long Beach Blvd., Long Beach, Calif., 8:30-10 a.m. Finish time 2 p.m. AMA sanc., RRC point run. Coffee and donuts at start, run under 100 miles. No bike judging. For more info call (213) 634-2356.

PONDEROSA HARE SCRAMBLES by Greyhounds M.C. Three 10-mile loops. 10 a.m. start. 15 miles east of Lancaster, Cal. on Ave. J. New trophies to 50% of entries. Dist. 37 1968 desert numbers only.

DUAL EUROPEAN SCRAMBLES presented by the "world-renowned" Kern County Trailblazers. Double points for Dist. #35 riders and two trophies (if you go fast enough). Also refreshment stand, genuine heads and ambulance. First race at 10:30 a.m. limed from Buttonwillow, Cal. If you're coming from the Southland, watch for the Buttonwillow turn-off just north of Taft, Calif. This is a fun-ride-no cactus and rocks! For further info call Jack at 805-746-4058.

HARE SCRAMBLES by Marin County M.C. Assoc. at China Camp, Calif. Signup 9-11 a.m., race at noon. $1.00 to watch, $2.00 to ride. Rain or shine. Classes: 0-125 Nov., 0-125 Am./Exp., 126-250 Nov., 251-Open Nov., 251-Open Am./Exp. Road will be limed from San Pedro turnoff of Fwy. 101 just north of San Rafael, Cal. Left at stop sign. For more info call (415) 897-5901.

EUROPEAN MOTO-CROSS by Hi-Jinx at Riverside, Calif. Three one-half hour races with half-hour breaks. Riders meet 9:30 a.m., first race at 10 a.m. 100cc maximu. Take Riverside Fwy. to Central Ave. Go south on Central. Limed from Fwy. For more info call (213) 433-3440.

EUROPEAN SCRAMBLES by Desert Challengers M.C. at Deadman's Point, Calif. No association affiliation required, trophies to 40% of all entries. Three separate 1-hour races, approx. 30 miles. 100% visible to spectators, genuine old western village, saloon, western band all afternoon, restaurant, course revised every month. All trail bikes 10 a.m., all small bikes 11:15 a.m., all big bikes 12:30 p.m. Turn off Hwy. 66 at Lucerne Valley cutoff, head east to intersection of Hwy. 18 in Apple Valley, and you're there! Come out Saturday night.

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PLEASE ALLOW THREE WEEKS FOR NEW SUBSCRIPTIONS TO START.

NATIONAL CALENDAR OF EVENTS

MARCH 3, 17 & 31st

ACA PROFESSIONAL TT SCRAMBLES at Craig Road Speedway, Las Vegas, Nevada. 100cc, 250cc and Open classes. Also sportsman classes. Gates open 10 a.m. All events start at 1 p.m. Professional class has guaranteed purse of $250 per event.

SUNDAY, MARCH 10th

HARE SCRAMBLES by Sandblasters M.C. of Ridgecrest, Calif. Dist. 37 point run, all classes. Separate course for trailbikes. Starting time 10 a.m. sharp. Concession stand. Limed from Ridgecrest, Cal.

100-MILE HARE AND HOUND by 4-Corners M.C. at Farmington, New Mexico. Starts at 8 a.m., AMA sanctioned. For more info call club Sec'y Henry at (505) 327-9107, or write him 1314 S. Graham Rd., Farmington, N.M. 87401.

SCRAMBLES by Polka Dots M.C. at Helvetia Park on Hwy. 16 between Sacramento and Woodland, Calif. on River Rd. All new track. Approx. 3/4 mile for big bikes, smaller course for little bikes. AMA sanc., all Dist. 36 rules apply. '68 sportsman cards required; you can get 'em there. All classes except women. Signup 8-10:30 a.m., first event 11 a.m. sharp. Absolutely no practice whatsoever. Spectators $1.00, under 12 free. $1.50 to ride includes standby ambulance. Refreshments.

HARE SCRAMBLES by Sandblasters M.C. at Ridgecrest, Calif. AMA Dist. 37 point event. Entry fee $3.25 includes 25¢ for standby ambulance. Club operated concession stand, trophies for all classes. Separate course for trail bikes. Starts promptly at 10 a.m. Limed from Ridgecrest at intersection of China Lake & Ridgecrest Blvds.

"MARCH HARE" SCRAMBLES, annual event presented by Los Ancianos M.C. $3.00 entry, AMA-Okay. 80 miles more or less, 11 a.m. start. Limed from Ocotillo Wells, Calif. Hiway 78.

MOTO-CROSS, European style presented by Calif. Moto-Cross Club at Carlsbad Raceway, Carlsbad, Cal. Four classes, Jr. & Exp.: 0-125cc, 126-500cc, 501-1000cc. Trophies through 4th place Jr. events, prizes through 4th place Exp. events. Competition license required, AFM or FIM affiliate. Mail entry closes Mar. 2, use standard entry blank. Post entries $9.00. Mail entries to C.M.C., Box 4142, Burbank, Calif. 91503. Gates open 7:30 a.m., practice 10 a.m., first race 10:45 a.m. Take Coast Hwy. to Palomar Airport Rd. turnoff in Carlsbad.

MONDAY, MARCH 11th-SUNDAY, MARCH 17th

200-MILE NATIONAL CHAMPIONSHIP ROAD RACES at Daytona Beach, Florida.

SUNDAY, MARCH 17th

TT SCRAMBLES by Simi Valley M.C. at brand new Little Rock, Calif. half-mile track. AMA sanc., Dist. 37 points. Limed from Pearblossom and 77th St. Lightweights at 8 a.m. and big bikes at noon. Concessions and beer. For info call Del Hunt (805) 527-4847 before 3 p.m.

SCRAMBLES by the Calif. Gophers M.C. at Perris race track. Just off Hwy. 71, east of Perris, Calif. turnoff. AMA Dist. 37 point run. Trophies given at track. All classes should run plenty of laps. Big bikes will have a share of the track when it's in good shape! 250-open classes run at 8 a.m., 50-200cc from 12 noon til ? For further info phone Randy at 634-3817.

SUNDAY, MARCH 24th

PRE-EASTER EGG HUNT by Terrapins M.C., AMA sanc., RRA point run. Starts at Holiday Honday, 249 Broadway, Chula Vista, Calif. Signin 10-11 a.m. Trophies, fun, award for best dressed egg, bring your own. Coffee and donuts at start. Donation $1.50, food available. For info call 281-2150 in San Diego or 835-0778 in Los Angeles.

ACA CHAMPIONSHIP ROADRACE, Willow Springs International Raceway, Rosamond, Calif. Pit gates open 8:00 a.m. First event 11:30 a.m. All GP and Production classes plus sidecars. Trophy presentation at the track. For info write ACA, P.O. Box 247, Fullerton, Cal. 92632 or phone (714) 528-4290. General admission $2.00, all children free when accompanied by adult. Concessions, sanitation facilities, and ambulance.

ENGLISH TRIALS BY So. Cal. Trials Assn. at Canyon Crest area near Riverside, Cal. Limed from Central Ave. turnoff of Riverside Fwy., overnight camping Sat. night. Starts at 10 a.m. Come out Sat. and help lay out the course. Maybe we can keep out of the rocks. For more info call Ray Moreau, SCTA Sec'y, at (213) 370-8491.

SUNDAY, MARCH 31st

HILLCLIMB by the Campbell M.C., AMA sanc. Location: "Cycle Hills" at Hall's Ranch near Morgan Hill, Calif. There will be plenty of spectator room and refreshments. Practice at 9 a.m., start 11:30 a.m. sharp. First area hillclimb of the year and the fastest riders in Calif. will be demonstrating their skills. $1.50 for riders or spectators. For further info contact Bill Landsborough (408) 241-6443.

APRIL 2nd-4th, 1968

"THE MINT 400 DEL WEBB DESERT RALLY" at Las Vegas, Nevada, an off-the-road cross-country event with a total purse of $15,600. Limited to 300 vehicles including motorcycles, desert buggies, production cars and 4-wheel drive vehicles, NASCAR sanctioned, Rocky areas, sand dunes, brush, washes, mountainous regions. Winners in each division guaranteed $2000 for 1st, $1000 for 2nd, $500 for 3rd, $250 for 4th & $150 for 5th. Headlights and taillights required. Entry $175, includes 3 nights at the Mint Hotel for two, two tickets to Awards Banquet. For more info and entry blanks write Race Coordinator Norm Johnson, Mint Hotel, Las Vegas, Nev. or call (704) 385-7440.

SAT. & SUN., APRIL 6 & 7th

CLASSIC AND ANTIQUE MOTORCYCLE RALLY in Visalia, Calif. Presented by the Classic & Antique Assoc., the Concours de Elegance show will be held at the Visalia Fair Mall on Mooney Blvd. Bike judging Sat., April 6 at 12 noon in the huge indoor mall, may be set up 3nytime between 8-10 a.m. Sat. Also trade meet and roped off parking area for use as riding and display area for unlicensed and racing bikes. Dinner at local banquet room at 8 p.m. Sun., April 7 an 80-mile poker run through twisty Sierra mountain foothills. First Classic & Antique Rally ever held on West Coast. For more info contact Frank F. Conley, Secy., 808 S. Church St., Visalia, Calif. 93277.

APRIL 6 through APRIL 14th

TEEN-TIME USA — Motorcycles and other youngminded folderol at the Anaheim Convention Center from 3 til midnight Saturdays. Promoted by Radio station KEZY in Orange County. Call (714) 533-3131 for more dope.

SUNDAY, APRIL 7th

1st ANNUAL BONANZA HARE & HOUND by the Nevada Trailblazers M.C. of Reno, Nevada. 100 mile event, first to be run in area for years. For further info contact Nevada Trailblazers M.C., P.O. Box 6075, Reno, Nev. 89503.

SUNDAY, APRIL 21st

HALF-MILE AMA DIRT TRACK race at San Jose, Calif. Fairgrounds. Promoted by Barkhimer Assoc. Professional Nov., Am. and Exp. riders. First race at 2:15 p.m. Purse $900 with Main Event winner guaranteed overall winnings of $500.

SAT. & SUN., APRIL 27 & 28th

FIM NATIONAL TRIALS CHAMPIONSHIP sponsored by Pan-American Racing Assoc. at Sedan, Kansas. 100 miles each day, mud, rocks, forest paths. For more info contact Bill Grapevine, 5326 E. Harry St., Wichita, Kans. 67218. Phone MU 3-6032.

DAYTONA SPEEDWEEK SCHEDULE

It's not too early to start making plans for the fabulous Daytona Beach Motorcycle Speedweek, beginning Monday, March 11 and climaxed by the running of 200-Mile National Championship AMA road race on Sunday, March 17. Here's a complete schedule of the 1968 Florida happenings:

Monday, March 11 — Registration of AMA riders. Track open for practice.

Tuesday, March 12 — 9:00 a.m.-5:00 p.m. Practice over 3.81 mile course. Admission $1.00.

Wednesday, March 13 — 9:00 a.m.-1:00 p.m. — Practice over 3.81 mile course. 3:00 p.m. — Lightweight motorcycle races at Speedway. Admission $2.00.

Thursday, March 14 — 9:00 a.m.-12 noon — Practice over 3.81 mile course 9:00 a.m. — Endurance run starting from Speedway, 2:00-5:00 p.m. — Qualifying trials of Speedway. Admission $2.00.

Friday, March 15 — 9:00 a.m.-12 noon — Qualifying trials at Speedway. 3:00 p.m. — 100-mile Amateur championship race over 3.81 mile course. Admission $3.00. 8:00 p.m. — Short track races at Memorial Stadium. Admission $2.00.

Saturday, March 16 — 1:00 p.m.—78 mile Novice championship race over 3.81 mile course. 3:00 p.m. — 100-mile 250cc Class race for Expert and Amateur riders over 3.81 mile course. Admission $4.00. 8:00 p.m. — Short track races at Memorial Stadium. Admission $2.00

Sunday, March 17 — 2:00 p.m. — "DAYTONA 200" AMA National Road Racing Championship for Experts over 3.81 mile course. America's greatest motorcycle race. Admission $5.00

In addition, it should be noted that there is an infield parking charge of $1.00 for cars for all races, but no charge for motorcycles. The races will be run rain or shine.

Also, each night, Tuesday through Thursday, there will be an AMA Trade Show at the Armory.

★★★★★ URGENT MRI MEETING!

Motorcycle Racers, Inc., the representative body for professional riders and tuners, is holding its first general membership meeting of the new year on Wednesday night, February 28.

Location of this important gathering is 5250 West Imperial Blvd., Los Angeles, Calif., 1-1/2 blocks west of the San Diego Freeway, and it will start promptly at 8:30 p.m.

On the agenda will be a general election of MRI officers for the 1968 season, plus discussion of present and future purses and races.

The current Board of Directors includes Bill Heins, C.R. Axtell, Gary Bray, Sammy Tanner and Albert Gunter. Representatives from the Novice, Amateur and Expert classes will also be voted upon.

All professional racers and tuners are urged to attend, whether MRI members or not, as well as non-pros, dealers, fans and other interested parties. Refreshments will be served. Be there if you care!

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New course in the Los Angeles area. $1,000 purse for American riders. *Torsten Hallman * Joel Robert * Alan Clough and three other European Stars *** Write or call for information and advance entries: International Moto-Cross, P.O. Box 3571, San Diego. Telephone (714) 460-4289.

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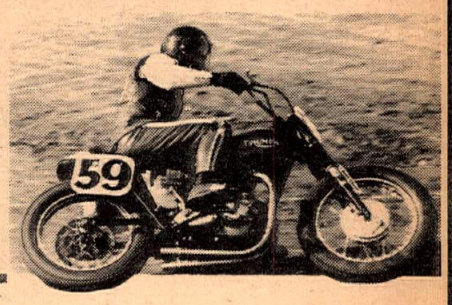
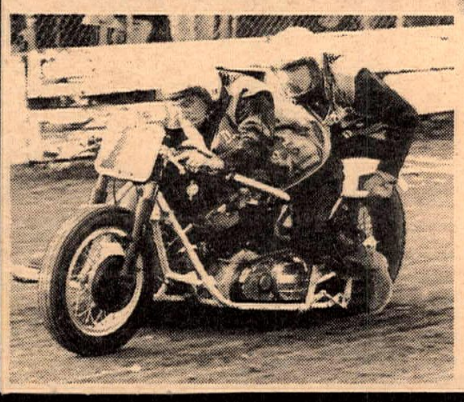
SEE the 33 fastest Amateurs and Experts race for 100 laps in professional TT competition plus a complete amateur show. Full novice show on Saturday, March 2.
Gates open 12 noon.
Races start 2 p.m.
SUNDAY MARCH 3rd
Ascot Park 183rd & Vermont — Off Harbor Freeway

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Voices

NEITHER RAIN NOR HAIL...

I applied for a subscription to your newspaper around the first of December 1967. It is now February 10, 1968 and I have yet to receive your paper. We received the cancelled check which you cashed the first of January. I do realize that you are probably very busy but as your office is only sixty miles from the town of Chatsworth I have decided that seomthing is amiss. Perhaps the Indians are still raiding the stagelines and stealing the mail. But I'm sure if we call upon the cavalry for protection the ways of the Wild West can be corrected. Please advise me as to if and when I shall receive your newspaper.

EDDIE R. MITCHELL
Chatsworth, Calif.

("You're right about the first stagecoach being waylaid by Indians, and the second was held up by a gun-totin' group of masked bandits, but we've called in the cavalry at your suggestion, so the next issue should arrive right on schedule.")

WHAT CAN WE DO?

I've put this letter off too long. Every week when I read Cycle News (from cover to cover) I tell myself that I must tell you what a great job you are doing. I am proud to be connected, even in a small way, with your publication. But what can we do to help stop this miserable legislation here in Washington State where we are already hamstrung?

I, like the vast majority of riders, (I now have a BSA 650) sit and moan about our situation but no one has any ideas as to what can be done, if anything.

Your Feb. 2, 1968 copy of Cycle News is nearly worn out, beacause I have shown your editorial to so many people. I have read it over the P.A. system at the Saturday night Woodinville races and I read it to three meetings, but I have nothing to offer, except write to Magnusson, our congressman.

VIC EBBUTT
Seattle, Wash.

("If California motorcycle enthusiasts can win the battle against unfair legislation, that will mean we have turned the tide of anti-motorcycle feeling in the U.S. The facts and figures we are accumulating will prove beyond a doubt that motorcycles, while APPARENTLY dangerous, are no more, and in some cases LESS dangerous than other forms of travel. And this is so even though the states allowed incompetent riders to operate motorcycles in traffic with no more qualifications than car drivers license. It may take a while to repeal the Helmet laws and other unnecessary restrictions in some states, but this will be done if California's crucial helmet hassle is decided in our favor.")

NORTHWEST ACTIVITY

I've noted with interest, in your recent articles on Bert Brundage and Chub Kellam (and also occasionally in Roxy's column) references to District 37 as "the largest and most active District in America". These gentlemen have more riders and more headaches per event, and rider's purses probably average higher than anywhere in America. But District 37 has a long way to go to match the size and activity of far-flung District 22 in the North.

With over 60 AMA professional events annually, the Wash.-Ore. area leads the nation in activity. Weekly TT events at Tacoma and Portland, plus bi-weekly races at Castle Rock, always place Northwest racers at the top of the national TT point standings. Add a weekly shorttrack at Bellingham, Wash., National Championships at Portland and Castle Rock, several Sunday afternoon events, a very short season (May through Aug.) and you have as much racing as riders or Referees can handle.

1968 looks even more exciting for the Pacific Northwest. New TT tracks in Spokane and Richland, in dry Eastern Washington will extend our season from March to October. Also Bellingham will switch to TT races for 1968.

My congratulations to Bert and Chub on their new appointments!

DAVE WELSH
AMA District Referee
District 22
Tacoma, Wash.

("Hats off to the ever-increasing activity in the Northwest — it's most encouraging to hear of such progress. And we hope for even more coverage of these events for '68.")

DESERT DAISYS M.C. GROWS

The Desert Daisys have a new member, Mary Ann Eyres. She rides a Honda 90, Number 133. On the San Gabriel M.C. Barstow to Las Vegas run, Mary Ann was up with the best riders, then she did a "funny" and broke her leg. She is fine now.

Mary Ann's three boys ride Honda also, and her husband is in the Sandblasters M.C.

The other Daisys are Terry Bryce, No. 44; Jan Ditson, No. 17; Sandy Termin, No. 89 and Rosemarie Martino, No. 16.

We are hoping to get more Daisys by the end of the season; we would like to be on the competition calendar next season. We have the Desert Daisys flower power, and hope to keep it that way.

ROSEMARIE MARTINO
13461 Oro Grande
Sylmar, Calif.

KUDOS FOR PASCHAL

I've just finished reading a fine article on the 1st Annual Elsinore Grand Prix and feel someone very important was left out. Everyone mentioned the monumental task it must have been to lay the ground work for such an event and would like your readers to know that the man responsible was T.H. Paschal, owner of the Elsinore Raceway. He put many long hours into talking to property owners and city officials. The race was such a success and so well run by the Gripsters that Mr. Paschal received a standing ovation at the city council meeting this week.

The above is fact, the following is an opinion. I believe we will have a 2nd Annual Grand Prix thanks to Mr. Paschal and the Gripsters.

JEAN COYE
Glendora, Calif.

CROWDED 'OPEN' SUNDAY

Every month lately there have been three or four rough scrambles or moto-cross events scheduled on the first Sunday of the month. The rest of the weeks guys like me who want to ride moto-cross or rough scrambles are out of luck. We can only go to one place and ride one event on open Sunday. Would some club please schedule a rough scrambles or moto-cross on the second or third Sunday? There are enough riders who aren't out for points to make a good turnout.

GARY BAILEY
Carson, Calif.

DIRT DIGGERS DIG GRIPSTERS

We would like to take advantage of your column, to offer our individual and collective congratulations to the Gripsters M.C., for a job well done.

Their Grand Prix was an excellent example of how the public image of motorcycling can be brightened. For a club of average size to organize, coordinate, and produce an event of this scope and magnitude, we feel it a tribute to their hard working membership.

For riders that ride events without belonging to an organized club, pause for a minute and think of where you would ride next weekend, if clubs such as the Gripsters were not in existence.

Gripsters..if you get complaints, be cheered by the fact that hundreds enjoyed your event, but are not as loud with their praise. Our club wishes you every success with future relations with the town of Elsinore, and we will return en masse to your future Grand Prix regardless of time, or locale. Thank you.

DIRT DIGGERS M.C.
Santa Monica, Calif.

THE NEW IMAGE

By Chuck Clayton

An Open Letter To a Legislator

Dear Senator————————,

You asked for my opinion on the motorcycle "safety" legislation which is now pending in congress. I believe that this legislation deserves our deepest and fullest consideration so I shall try to answer as completely as I can.

I think that motorcycle operators deserve and need the same consideration in testing and licensing by the state as automobile, bus or truck drivers receive. I think it is negligent of the state to allow its citizens to operate two-wheeled motorized vehicles on its highways without being checked out and licensed for those vehicles specifically. California will have to stop letting anyone operate a motorcycle on the strength of having passed only a car driver's test. It is a fact that 71% of all motorcycle accidents happen to incompetent people riding borrowed or rented machines. This is the real problem with which the state should be concerned: keeping people off of motorcycles who have no knowledge of how to operate them.

By the same reasoning, I think that a person should be allowed to take out a learner's permit to learn to operate a motorcycle under competent instruction as early in life as possible. Most 15½-year-olds could benefit from motorcycle riding instruction. The instructor should be any adult with an unblemished motorcycle operator's license. During the learning period carrying passengers (other than the instructor) should be prohibited. You might be urged to require the holder of a learner's permit to wear an approved safety helmet until he obtains a full-fledged operator's license, or merely deduct points from his examination if he failed to wear a helmet during the riding test. I feel, however, that it would be unwise to enact any regulation which might tend to cause connotations of "rookie" or "risky" in connection with voluntary helmet wearing.

You asked me specifically why I am opposed to bills making helmet wearing mandatory for motorcycle operators and passengers. First let me state that I am an avid proponent of safety helmet protection. I believe in insurance, and a good helmet is cheap insurance. They are also great for the motorcycle movement's image, when voluntarily worn. And on cold days they keep your ears warm. So I advocate helmets. They are a Good Thing. Everybody should have one.

What I object to is the attitude, implicit in the wording of the bills, that motorcycle and motorbike operators are in such great danger for their lives, more so than any other highway user, that they must be drastically protected by a law forcing them to do something which no other group of highway users would tolerate if you suggested it to them.

Motorcycles are only 2.8 percent of the California vehicle population so perhaps our voice is weak. But consider the precedent you will be setting if citizens may be required to wear equipment designed for their own protection while traveling in (or on) motor vehicles. Then, tell me you'll author a bill demanding the same protection for car drivers and passengers, truck drivers, bus drivers and yes, even bus passengers! Imagine the indignation that would stir up!

The fact is, we aren't sure that motorcycle riding is as dangerous as it was once thought to be. The sudden influx of unlicensed riders tottering down the street on their first motorbikes has subsided, so even deprived of special licensing the riders who have "survived" are out of danger. When the safety statistics for 1967 are compiled they will show a marked improvement in the motorcycle's favor. This will be hard for some to believe, who still view machines with unreasonable prejudice. It will be even more remarkable in that it will have been accomplished without government help.

I shouldn't fail to credit the government for the one big help which it is providing. Without the publicity which only government has access to, motorcycle safety would have remained a dull issue. Thanks to publicity attending the helmet controversy, everyone is taking motorcycling more seriously these days. That is another Good Thing, because motorcycles are not only fun, they have a serious side too, which is where safety and self-control resides.

But wearing a helmet can have a negative value if the reasons for wearing it are not fully understood. If you think of it as a "crash helmet" you are in danger. You are never equipped to crash, on a motorcycle or in an automobile. Yet many boys (myself included) took risks we wouldn't normally dare because we thought the helmets made us immortal. Wearing a helmet doesn't guarantee you'll survive when something bigger violates your right of way. You have to assume your own responsibility for safety and control.

I hope that you will do everything possible to help enact fair and reasonable license regulations for motorcycle operators and that you will vote against any attempt to force motorcycle operators to wear protective headgear.

Sincerely,
CHARLES C. CLAYTON
Publisher

As a public service Cycle News presents the full text (except superceded paragraphs) of the new California motorcycle safety bill. We support all of the bill strongly EXCEPT lines 10 through 15 on page 6 (below). Readers are urged to write letters to legislators and local newspaper editors opposing this unwarranted abuse of individual volition.

CALIFORNIA LEGISLATURE—1968 REGULAR SESSION

ASSEMBLY BILL No. 289

Introduced by Assemblymen Foran and Deddeh

January 29, 1968

The people of the State of California do enact as follows:

SECTION 1. Section 12509 of the Vehicle Code is amended to read:

12509. ~~On or after July 1, 1967,~~ *(a) Except as provided in subdivision (f) of Section 12514* any person who is over the age of 17 years and 6 months may apply to the department for an instruction permit. The department for good cause may issue to the applicant an instruction permit which shall entitle the applicant while having the permit in his immediate possession to drive a motor vehicle *, including a motorcycle subject to the limitations imposed by subdivision (d) of this section,* upon the highways for a period not exceeding six months when *, except in the case of a motorcycle,* accompanied by, and under the immediate supervision of, a California licensed driver 25 years of age or over ~~, who holds a five-year license, but the applicant need not be so accompanied when operating a motorcycle~~ *not holding a probationary type license*. The department may further restrict the permits as it may determine to be appropriate

—2— to assure the safe operation of a motor vehicle by the permittee.

(b) The department may also issue an instruction permit to any physically and mentally qualified person age 15 years and 6 months or over who has successfully completed an approved course in automobile driver education and is taking driver training as provided in Section 12507. The instruction permit shall be restricted to the operation of a motor vehicle other than a motorcycle either when taking the driver training instruction of a kind referred to in Section 12507, or when practicing such instruction and accompanied by a licensed driver as provided in subdivision (a).

—3— *(c) The department may also issue an instruction permit to a person who has been issued a valid driver's license to authorized the person to obtain driver training instruction and to practice such instruction in order to obtain an additional class driver's license or an endorsement.*

(d) The department may also issue an instruction permit to any physically and mentally qualified person who is 15 years and 6 months or over and has successfully completed an approved course in automobile driver education and is taking driver training instructions as provided in Section 12507 or to any physically and mentally qualified person who is over the age of 17 years and 6 months which shall enable the applicant while having the permit in his immediate possession to drive a motorcycle, except that such applicant shall only operate a motorcycle during the daylight hours, shall stay off any freeways which have full control of access and no crossings at grade and shall not carry any passenger except an instructor licensed under Chapter 1 (commencing with Section 11100) of Division 5.

SEC. 2. Section 12654 of the Vehicle Code is repealed.

SEC. 3. Section 12804 of the Vehicle Code is amended to read:

12804. (a) The examination shall include a test of the applicant's knowledge and understanding of the provisions of this code governing the operation of vehicles upon the highways, the ability to read and understand simple English used in highway traffic and directional signs, his understanding of traffic signs and signals and the applicant shall be required to give an actual demonstration of his ability to exercise ordinary and reasonable control in operating a motor vehicle by driving the same under the supervision of an examining officer and submit to an examination appropriate to the type of motor vehicle or combination of vehicles he desires a license to drive. The examination shall also include a test of the hearing and eyesight of the applicant and such other matters as may be necessary to determine the applicant's mental and physical fitness to operate a motor vehicle upon the highways and whether any ground exists for refusal of a license under this code. The examination for a class 1 or class 2 license under subdivision (b) of this section shall also include a doctor's report of a medical examination of the applicant. In establishing the requirements consideration may be given to the standards

—4— presently required of motor carrier drivers by the Interstate Commerce Commission. Any physical defect of the applicant which in the opinion of the department is compensated to insure safe driving ability shall not prevent the issuance of a license to the applicant.

(b) ~~Any~~ *In accordance with the following classifications any* applicant for a driver's license shall be required to submit to an examination appropriate to the type of motor vehicle or combination of vehicles he desires a license to drive ~~in accordance with the following classifications~~ :

(1) Class 1. Any combination of vehicles and includes the operation of all vehicles under class 2 and class 3.

(2) Class 2. Any bus, any "farm labor truck," any single vehicle with three or more axles, any such vehicles towing another vehicle weighing less than 6,000 pounds gross, and all vehicles covered under class 3, except that a person holding a valid class 3 license on the effective date of this act may drive a bus designed to carry not more than 15 passengers until such time as the license expires without obtaining a class 2 license.

(3) Class 3. Any two-axle vehicle ~~, except a bus or "farm labor truck"~~ and *any* such ~~vehicles~~ *vehicle* towing another vehicle weighing less than 6,000 pounds gross *, except a bus motorcycle or "farm labor truck."*

(4) Class 4. Any motorcycle. Authority to operate vehicles included in a class 4 license may be granted by endorsement on a class 1, 2 or 3 license upon completion of appropriate examination. A person holding a valid class 1, class 2 or class 3 driver's license on the effective date of the amendments to this section enacted at the 1968 Regular Session of the Legislature may drive a motorcycle until such time as the license expires without obtaining a class 4 license or endorsement.

(c) The department may accept a certificate of driving experience in lieu of a driving test on class 1 or 2 applications when such certificate is issued by an employer of the applicant provided the applicant has first qualified for a class 3 license and also met the other examination requirements for the license for which he is applying. Such certificate may be submitted as evidence of the applicant's experience or training in the operation of the types of equipment covered by the license for which he is applying.

SEC. 4. Section 14608 of the Vehicle Code is amended to read:

14608. No person shall rent a motor vehicle to another unless:

(a) The person to whom the vehicle is rented is licensed under this code or is a nonresident who is licensed under the laws of the state or country of his residence.

(b) The person renting to another person has inspected the driver's license of the person to whom the vehicle is to be rented and compared the signature thereon with the signature of such person written in his presence.

—5— *(c) A safety helmet of an approved type is offered to the person to whom a motorcycle is rented. This subdivision shall become operative six months after the date upon which the regulations concerning safety helmets become effective.*

SEC. 5. Section 26701 of the Vehicle Code is amended to read:

26701. (a) No person shall sell, offer for sale, or operate any motor vehicle, except a motorcycle, manufactured after January 1, 1936, unless it is equipped with safety glazing material of a type approved by the department, wherever glazing materials are used in partitions, doors, windows, windshields, or wind deflectors.

(b) No person shall sell or offer for sale any camper manufactured after January 1, 1968, nor shall any person operate a motor vehicle registered in this state which is equipped with such a camper, unless the camper is equipped with safety glazing material of a type approved by the department wherever glazing materials are used in outside windows and doors.

(c) No person shall operate a motorcycle manufactured after January 1, 1969, equipped with a windshield containing glazing material unless such glazing material is of a type approved by the department.

~~(c)~~

(d) No person shall sell, offer for sale or operate any motor vehicle, equipped with red or amber glazing material in any partitions, windows, windshields, or wind deflectors.

SEC. 6. Section 26705 of the Vehicle Code is repealed.

SEC. 7. Section 26705 of the Vehicle Code is added, to read:

26705. On or after January 1, 1969, no person shall sell or offer for sale for use upon or as part of the equipment of a motorcycle any motorcycle windshield unless the glazing material used therein is a type approved by the department.

SEC. 8. Section 27800 of the Vehicle Code is amended to read:

27800. It is unlawful for a driver of a motorcycle to carry any other person thereon, except on a seat securely fastened to the machine in the rear of the driver and provided with footrests ~~and handgrips~~, or in a sidecar attached to a motorcycle and designed for the purpose of carrying a passenger.

SEC. 9. Section 27801 of the Vehicle Code is repealed.

—6— SEC. 10. Section 27801 of the Vehicle Code is added, to read:

27801. No person shall drive any two-wheel motorcycle:

(a) Equipped with a seat so positioned that the driver, when sitting astride the seat, cannot reach the ground with his feet.

(b) Equipped with handlebars that are more than 15 inches in height above that portion of the seat occupied by the rider when occupied and depressed by his weight.

(c) Unless he is wearing a faceshield, goggles, or glasses.

SEC. 11. Section 27802 is added to the Vehicle Code, to read:

27802. (a) No person shall drive or be a passenger on a two-wheel motorcycle without wearing a securely fastened safety helmet at all times the motorcycle is being driven.

(b) Thirty-six months after the date upon which regulations specified in Section 27803 become effective, the safety helmets required by this section shall be of a type approved by the department.

SEC. 12. Section 27803 is added to the Vehicle Code, to read:

27803. (a) The department shall adopt reasonable regulations establishing specifications and standards for the approval of safety helmets as it determines are necessary for the protection of the safety of drivers and passengers.

(b) No person shall sell or offer for sale any safety helmet which is not of a type approved by the department. This subdivision shall become operative six months after the date upon which the regulations become effective.

CALIFORNIA LEGISLATURE—1968 REGULAR SESSION

ASSEMBLY BILL No. 366

Introduced by Assemblyman Townsend

February 1, 1968

REFERRED TO COMMITTEE ON TRANSPORTATION AND COMMERCE

An act to add Section 27802 to the Vehicle Code, relating to motorcycles.

The people of the State of California do enact as follows:

SECTION 1. Section 27802 is added to the Vehicle Code, to read:

27802. Every person operating any motorcycle or motor-driven cycle on a highway shall wear a protective foot covering having a hard sole. No sandals or other shoes with an open toe shall be worn.

CALIFORNIA LEGISLATURE—1968 REGULAR SESSION

ASSEMBLY BILL No. 56

Introduced by Assemblyman Priolo

January 10, 1968

REFERRED TO COMMITTEE ON TRANSPORTATION AND COMMERCE

An act to amend Section 12509 of the Vehicle Code, relating to the operation of motorcycles.

The people of the State of California do enact as follows:

SECTION 1. Section 12509 of the Vehicle Code is amended to read:

12509. On or after July 1, 1967, any person who is over the age of 17 years and 6 months may apply to the department for an instruction permit. The department for good cause may issue to the applicant an instruction permit which shall entitle the applicant while having the permit in his immediate possession to drive a motor vehicle, *other than a motorcycle,* upon the highways for a period not exceeding six months when accompanied by, and under the immediate supervision of, a California licensed driver 25 years of age or over ~~, who holds a five-year~~ *not holding a probationary* license ~~, but the applicant need not be so accompanied when operating a motorcycle~~. The department may further restrict the permits as it may determine to be appropriate to assure the safe operation of a motor vehicle by the permittee.

Foran's Reasons (1968 Version) For Helmet Compulsion

STATEMENT BY JOHN FRANCIS FORAN, CHAIRMAN Assembly Transportation and Commerce Committee at The Governor's Annual Traffic Safety Conference, Dec. 14, 1967.

"Thank you, Mr. Chairman. I welcome the opportunity to participate in this Conference.

"As many of you may already know, I introduced a comprehensive motorcycle safety bill during the 1967 Regular Session of the Legislature. That bill was approved by the Assembly. It then passed the Senate Transportation Committee with the active support of its Chairman, Senator Randolph Collier.

"Unfortunately, the motorcycle safety legislation failed to clear its last committee hurdle and died in the Senate Finance Committee in the waning moments of the 1967 Session.

"When the Legislature convenes the 1968 Session next month, I will again introduce a comprehensive motorcycle safety bill. Among its many features will be the following three:

1. Require motorcyclists to take a separate licensing examination in order to receive a special motorcycle license.

2. Require both driver and passenger to wear a protective helmet.

3. Require the motorcycle driver to wear protective eye covering, such as a face shield or goggles.

"What is the rationale and justification for these safety requirements?

"One reason often cited is that the National Safety Act of 1967 calls upon the states to enact certain motor vehicles safety laws. The motorcycle bill I have just briefly described conforms substantially to the Federal Government requirements.

"The Federal Government is also considering making crashbars mandatory. This provision was in the original bill introduced by me last year but, based on the Assembly Transportation and Commerce Committee, it was eliminated as unnecessary.

"But federal requirements are neither the reason nor the justification for my bill. Rather, it is gruesome accident statistics that demand establishment of minimum safety standards for motorcycle riders and equipment.

"Does not the fact that the death rate per 100,000 registered motorcycles is more than double the death rate for automobiles demand corrective action?

"We know that between 80-90 percent of all motorcycle accidents involve a rider injury. And 50 percent of those hurt suffer a head injury. I am appalled that the accident rate is highest in the 15-25 age group.

"This group comprises the young citizens who shape the future of our society. Their lives are invaluable and should not be subjected to unnecessary risk.

"The mandatory helmet requirement is perhaps the most controversial part of my bill. Yet it is not difficult to justify.

"In testimony before my Committee earlier this year, the State Department of Public Health estimated that protective helmets in California would save 150 lives annually and prevent an additional 150-200 cases of permanent brain damage. The United States Public Health Service estimates that the death of a 25-year-old male costs the community $128,000.

"Using the above figures, the State Department of Public Health stated that these wasted lives are costing California $38-43 million per year. This amount is greater than the total annual expenditure for motorcycles in California.

"In closing, I would like to quote in part from one of many letters received by me during the 1967 Session.

'My only son died two years ago from multiple head fractures that he received in an automobile-motorcycle accident. I was told...that he might have lived had he been wearing a helmet... because of stupidity, ignorance or call it what you will, (we) don't realize the danger involved when riding a motorcycle——God forgive us.

'Please don't become discouraged and give up this bill. It will save the lives of untold thousands in the future...

'Please let me know if I can help in any way.'

"I am confident that motorcycle safety legislation will be successful next year. This success can be assured by the active support of those persons and organizations present here today."

WRITE TO YOUR LEGISLATOR—— *The Way Of Life You Save May Be Your Own!*

Once again, legislators who wouldn't touch a motorcycle with a ten-foot club are trying to decide what is best for the motorcycle enthusiast citizens. Up to now, the facts that the legislature has had to work with seem to call for a thumbs-down vote on motorcycling in general. One California state Senator likes to refer to our machines as "murdercycles." Another legislator places them in the same safety category as stuntplanes.

The facts which would vindicate two-wheelers are scattered in a hundred piles of uncomputed information. How many of the motorcycle accident victims were qualified and licensed for motorcycle operation? How many of the fatalities were wearing "crash" helmets at the time of their accident? What are the comparable injury ratios between motorcycle operators and car drivers of the same age bracket? Most important of all, what do the 1967 facts tell us?

Prior to 1967, fewer than a dozen of the 50 states had any kind of motorcycle safety regulations. You could buy or borrow a bike and ride it without any more qualification than a car operator's license. In some states, even that was not asked for. It should come as no surprise that you are going to get in trouble if you try to ride a motor bike without knowing how.

Yet in spite of millions of unqualified tiddlers wobbling all over our highways, motorcycles have a favorable safety record in many ways. Our ratio of accidents to number of machines in use is better than automobiles, and is steadily improving. In other words, the more motorcycles there are, the fewer accidents per capita. I think that when the figures are available, 1967 will show a great improvement in safety in every state which offers motorcycle operators licenses.

At the same time, there were at least ten states which enacted only "after the fact" safety legislation, forcing motorcycle riders to wear helmets but refusing to license them specifically for motorcycles.

It will be interesting to compare the accident-fatality records of unlicensed riders without helmets to unlicensed riders with helmets and see what difference there is, if any. It would be even more interesting to compare safety records of licensed operators without compulsory helmets to the unlicensed, helmeted group but unfortunately this is impossible since no state yet provides for licenses without requiring helmets in the bargain.

I hope that California will be the first state to enact good, effective motorcycle operator license regulations without the hated censure of compulsory helmet wearing. Even is helmet legislation should pass, it would not have any great effect on minimizing head injuries for three more years, or until the basic helmet standards go into effect. So for three years the same people who already wear helmets voluntarily (you and me) would continue to do so, only not by our own choice, and the people who now choose not to wear them will have their choice of plastic Nazi hats, cardboard Cromwells, air-raid warden steel hats, football helmets, etc. Or they could simply get rid of their machines and stop riding altogether.

Shaky Statistics

This latter possibility would have some attraction if we could be sure it would rid motorcycling of the element which is causing us all this grief. Specifically if it would drive off the "outlaw types" and the accident-prone juveniles. But, as we have learned from the past year's experience, it is the great middle class of riders that decides it just isn't worth it. At one end of the market we are left with the hard-core, off-the-road enthusiast and at the other end the baddies with their plastic Nazi "helmets," courtesy of Big Daddy Roth.

While special licenses for motorcycle operators are necessary and long overdue, the controversial attempt at using government force to compel crash-protection devices that have to be worn by the person, is becoming controversial.

What the opposition boils down to is, "I don't want them telling me what to wear and when to wear it, period." or, please momma, I'd rather do it myself!

Arguments in favor of using the government's power over its citizens to make helmet wearing a pre-requisite for the privilege of using 2-wheel motor vehicles lean heavily on shaky statistics. Biggest argument for helmets is the 1500 young souls who departed this vale in 1966 cycle crashes. It is not a difficult jump to the conclusion that some of those might still be with us if they'd worn helmets. After this the rest is controvery. Your position is largely a matter of which side of the Generation Gap you are on.

Kids Vote Compulsion Down

At a recent "mock legislature" in Sacramento sponsored by the YM (and W) CA, all the delegates were under twenty. Two members submitted a bill for compulsory headgear on motorcycle riders and it was the hottest issue of the meeting. It was defeated overwhelmingly with only two votes cast in its favor. At the real legislature composed of their elders the same law that the kids rejected passed the assembly only a few months earlier, 77 to 0.

True, there did appear to be a question of losing some federal funds when the Assembly voted as it did last year. But as it turned out this was a phony carrot. The wiser heads of the Sneate Finance Committee finally suspected something rotten about the Assembly bill and decided to stop and think it over.

Now, this year we find FOUR new bills moving through the legislature that threaten the motorcycle movement in this state. Three of them come from the Assembly and one, which is nearly a duplicate of two of the assembly bills, comes from the Senate, and so we have not printed it here. (See Assembly Bills).

What can you do to prevent the unnecessary, unfair and censurious helmet bills from passing into law? Write letters expressing your opinion to your elected representatives.

Legislators' Replies To Letters

By Cliff Boswell

Cycle News readers may be interested in the replies given to my letters by legislators regarding the proposed restrictive helmet and eye shield laws. My contention was that compulsory helmet wearing will not solve the accident problem, and is a violation of an individual's rights, also, that eye shields are not needed with windshields nor at all in many instances.

Winfield Shoemaker, 36th Dist. Assemblyman: "I agree with your deduction that the best way to prevent accidents is to educate the users of motor vehicles." "You may rest assured that I will give the compulsory wearing of a helmet and goggles careful consideration".

George N. Zenovich, Assemblyman, 32nd Dist.: "I was particularly interested in your point about such legislation violating one of the basic rights of freedom of choice. Please be assured that I will keep your letter on file and will have it in mind when I consider my position on Assemblyman Foran's bill."

William M. Ketchum, Assemblyman, 29th Dist.: "I am sorry that I cannot agree with you as to the propriety of requiring helmets and eyeshields, nor do I believe that it is a violation of a basic right of freedom." "The fact that many of these cycles are used on back roads and in the back country makes protection of the rider all the more important, in my opinion. Federal law requires that a pilot performing AEROBATICS in an airplane to wear a parachute. As a pilot, I don't resent this." (Caps ours).

John G. Veneman, Assemblyman, 30th Dist.: "While I would have serious reservations in supporting legislation which would exact such a severe penalty for violation of this provision, I do feel, as your letter states, that requiring helmets to be worn while operating motorcycles in traffic would be a 'sensible' approach in preventing additional unnecessary deaths." Note: I (the author) do not remember making the suggestion to Mr. Veneman that helmets be REQUIRED in traffic, although I probably said that it is sensible to wear them in traffic.

Jesse M. Unruh, Speaker of the Assembly: "Should such legislation reach the Assembly floor, I will certainly give careful consideration to the objections you raise before casting my vote."

John Foran, Assemblyman from San Francisco and author of the controversial bill: "The 1968 motorcycle bill will be introduced later this month (January). Discussions have been, and will continue to be, held with persons and organizations representing the motorcyclist."

I am enclosing a copy of Mr. Foran's statement made at the Governor's Annual Traffic Safety Conference on December 14, 1967. My own observation is that Mr. Foran is subject to a great deal of emotional appeal from parents of young people who have had sons injured or killed, then have been told that had the victim been wearing a helmet, things would have been different. They can't make their kids wear helmets; so they want a law.

Mr. Foran states that, "the mandatory helmet requirement is perhaps the most controversial part of my bill. Yet it is not difficult to justify." Yet, he does not justify it on any basis other than the simple one that lives and brain damage MAY be saved if a helmet is worn. The same reasoning is just as good for riders in automobiles and particularily in convertibles. The same reasoning can be used to justify a law requiring all riders in boats to wear life belts, and all who ride in airplanes to wear parachutes.

I do not feel that it is too late for a deluge of letters to seantors and assemblymen. Most legislators who have replied to my letters have known little or nothing about motorcycles or about what it is that riders need and want. They appreciate hearing our side of the story.

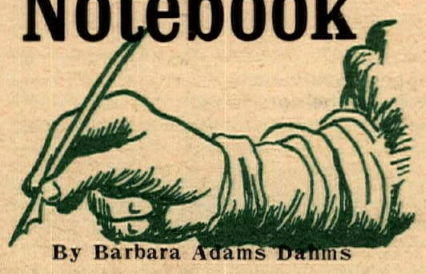
MOTORCYCLE SAFETY LEGISLATION STATUS as of 12-1-67

State	Opr. License	Helmets Opr.	Helmets Pass.	Eye Protect.	Pass Seat	Pass Ft. Rest	Rearview Mirror
Alabama		✓	✓		X		
Alaska							
Arizona					X		
Arkansas		✓	✓	✓	X	X	
California					X	X	
Colorado	✓						
Connecticut	✓	✓	✓	✓	✓		
Delaware					X		
Dist. of Col							
Florida		✓	✓	✓	X		
Georgia		X	X				
Hawaii	X	✓	✓	✓			
Idaho		✓	✓		X		
Illinois	✓	✓	✓	✓	X	✓	
Indiana		✓	✓	✓	✓	✓	
Iowa							
Kansas		✓	✓		✓		
Kentucky							
Louisiana					X		
Maine	X	✓	✓		✓	✓	
Maryland	✓				X	✓	✓
Massachusetts		✓	✓		✓	✓	
Michigan		X	X		X		✓
Minnesota	✓	✓	✓		✓	✓	
Mississippi							
Missouri	✓						
Montana					X		
Nebraska	✓	✓	✓				
Nevada							
New Hampshire	✓	✓	✓	✓			
New Jersey	X	✓	✓	✓	✓	✓	
New Mexico	✓	✓	✓		X		
New York		X	X	X	X	X	✓
North Carolina		✓	✓		X		✓
North Dakota	✓	✓	✓		✓		
Ohio	✓	✓	✓	✓	X		✓
Oklahoma		✓	✓	✓	✓	✓	✓
Oregon		✓	✓				
Pennsylvania					X	X	
Rhode Island	✓	✓	✓		✓	✓	✓
South Carolina		✓	✓	✓	X		
South Dakota	✓	✓	✓		✓	✓	
Tennessee							
Texas	✓	✓	✓				
Utah	✓						
Vermont							
Virginia					X		
Washington	✓	✓	✓	✓	X	✓	✓
West Virginia					X		
Wisconsin							
Wyoming					X		

U.V. Code ✓ 1967 Enactment X Pre-1967 Law X Previously in law, but reenacted 1967

(NOTE: This list is not entirely up-to-date. Information for Wisconsin was not available and some states requiring motorcycle operatc.s licenses are not indicated.)

Legislative Notebook



By Barbara Adams Damms

It's helmet legislation time again! Once more, with what we will credit as the best of intentions, some of our lawmakers have decided to start the process by which they hope to produce the law which will tell us we MUST wear a hard hat. And once again it is the time for California cyclists to say "no! 'We must have the right to decide at any given time whether we will wear one." After the Federal Safety Act, thirty states meekly followed suit. They are requiring a wide variety of helmets and eye protection and other gadgetry and in their haste to follow the lead of the federal government, some of the laws turned out to be pretty aburd. California wasn't stampeded into follow-

(Continued on page 23)

WHAT COMPULSORY HELMET LAWS WOULD MEAN TO YOU

You couldn't take it off for a few minutes to let the breeze dry out your hair when the temperature is 110 degrees and humid.

* *

You would have to carry it with you wherever you go or find some way to hide it so as to discourage thieves.

* *

If you take your lady friend for a ride she'll have to plan her hairdo so that her helmet won't destroy it.

* *

If your helmet were stolen, say while you are at school, you couldn't ride your bike home until you obtained another one.

* *

You won't be able to offer a friend a ride unless you have an extra helmet with you in his or her size.

* *

HOW TO WRITE TO YOUR LEGISLATOR

You say you've been done in by your elected representative? You say your politician let you down? You feel like a wad of gum on the bootheel of progress? Tell you what you ought to do. Write a letter to your legislator.

In this day of mass demonstrations and political violence you might think that the quaint old-fashioned letter from a constituent to a congressman doesn't carry much weight. But you'd be wrong. Especially in an election year, like this is, legislators votes are affected by your letters.

A few weeks ago, Senator Ralph Dills, told your publisher that he had only received two letters from voters about the controversial compulsory helmet issue. Senator Dills is the author of SB 111, a bill which would, unless amended, sentence every motorcycle rider to jail if he failed to protect himself. Doesn't anyone else care if this freedom is taken away? Then write and let your legislator know your opinion. Your letter will receive a fair and open-minded hearing if you remember the following hints when writing to your congressman.

1. Open with "Dear Sir," and get right to the point. Lawmakers are too busy to plow through pages describing your life on two wheels. Simply state, "I am opposed to (or in favor of) legislation to force motorcycle riders and passengers to wear helmets when they are using their machines."
2. State your reasons for or against the issue, keeping them down to one page or less.
3. Close with something like, "As a registered voter (if you are), I would appreciate anything you can do to assure defeat (or passage) of this regulation in the current session of the legislature."
4. Sign your name legibly and print your address beneath it.
5. Address the letter to the legislators nearest your home (see California congressional roster below), in care of "State Capitol Building, Senate (or Assembly) Post Office, Sacramento, California 95814."

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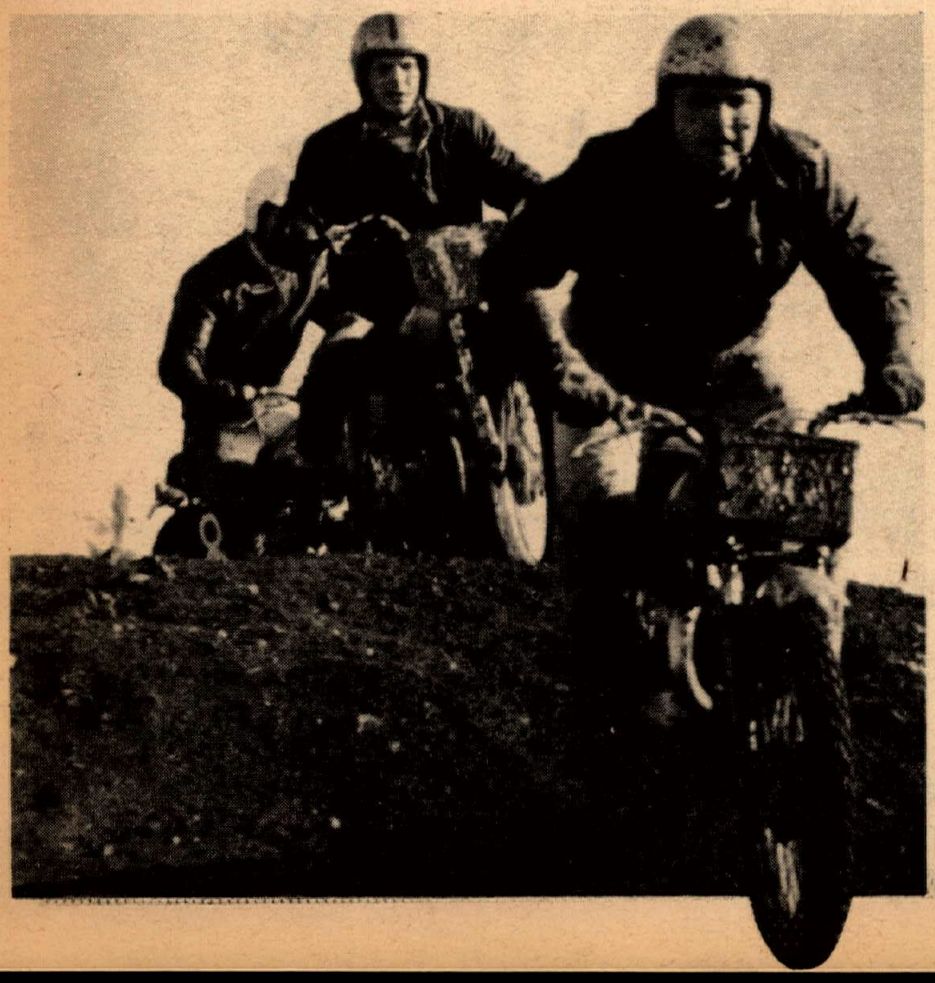
PACIFIC COAST MOTO-CROSS CHAMPIONSHIP

Story and Photos by Vic Ebbutt

Husqvarna-mounted Larry Lawson (L) and #2q Dick Jagow (Matchless) lead the snarling pack into the first turn of the Pacific Coast Moto-Cross Championship race.

Wheeeee! Talk about jumping styles; here are two drastically different methods of overcoming a rise on the Enumclaw, Washington moto-cross course.

Above: Joe Dehners wrestles it to the ground and now he'll bulldog it. Below: Later in the day most of the competitors looked weary and mud-splattered. Grimy face shields and goggles had been discarded in an effort to stay on course.



Sunday, February 11, under cloudless skies, 284 riders from Washington, Oregon, California and many points of Canada gathered in the small town of Enumclaw, 20 miles southeast of Seattle, Wash. to do battle for the Pacific Coast Moto-Cross Championship.

Such outstanding competitors as Emil Ahola, National #80; Larry Lawson of San Diego; Dick Jagow, National #97; Magnus Kleele of Ontario; Fumio Ito of Tokyo; Gary Davis, National #14; and Norm Kopp of Spokane were present and the show they gave the 2344 spectators was nothing short of spectacular--leaps, twists, turns and grace that had to be seen to be believed. The beauty of an airborne motorcycle competitor defies description; and airborne they were for incredible heights and distances.

Championship winners were Larry Lawson, 500cc; Norm Kopp, 250cc; Bill Langley, 100cc, and the Totem Motorcycle Club of Vancouver, B.C., Club Team.

Starting with a scrambles for 210 riders before the Championship, the 250cc group, 62 strong, roared away from the starting line in a series of three heats. The outstanding rider in this class proved to be Wayne Wright riding a Harley-Davidson. Second place went to Don Rhodes on his Bultaco and in third spot was Roger Stanley on a Montesa.

The 500 (or Open) class was won by Emil Ahola with his BSA Victor. Second was Buz Gellenbeck, also aboard a BSA, and capturing third place was Paul Zellner riding a CZ. This class counted 57 contestants in three heats.

Promptly at 12:30 p.m. the Championship Moto-Cross got underway. One hundred and seventy-two riders were divided into 250cc and Open classes with 92 riders in the former group and 80 in the big bore category. And in both classes, I saw such riding as I've never before in my life witnessed. Having covered flattracks, TT's, hillclimbs, milers and scrambles events, I was truly unaware that such daring (outside of Evel Knievel) and dexterity existed. I was thrilled.

The course was one mile in length with a variety of terrain that tested not only the machine-handling ability of a man but his stamina, too. The main stretch was about two hundred yards in length, then five turns, jumps, sand, up and down steep hills and back into the stretch. How men survived ten laps of this treatment, I shall never know.

For an event of this magnitude only the highest praise can be offered the Seafair City Motorcycle Club for their efficiency in handling it. It was the largest sportsman race of its type ever held in the Northwest and will become an annual affair. Televised in color by KOMO-TV, it was shown at 6:30 p.m. the same evening.

The afternoon was climaxed by a Club Team event and a beautiful perpetual trophy was presented to the winners, The Totem Motorcycle Club of Vancouver, British Columbia. The Inland Empire Motorcycle Club of Spokane took second place and the Seattle Motorcycle Club was third, followed by the Seafair City Motorcycle Club of Seattle.

The final event of the day was a ten-lap Grand Prix, won handily by Larry Lawson on his screaming Husqvarna and followed by Magnus Kleels on a CZ. Dick Jagow was third, riding a Matchless.

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A RIP AT COLTON WITH THE SNOW BUNNIES

Story and Photos by G. Robert Schwartz

With snow on the ground and temperatures in the mid-20's, 41 fearless riders turned out to honor the January 28th Hare and Hound Run at Colton, Oregon, sponsored by the Lobo Motorcycle Club. Several days prior to the run the Portland area had experienced several days of freezing weather. At Colton, which is about 45 miles S.E. of Portland, the freezing weather provided beautiful traction on an otherwise slimy and muddy course. With at least two inches of snow covering everything and hiding some of the rocks and chuckholes, it made for a real good rip.

The first order of events was to zap out of the parking lot after the starting gun was fired and try to negotiate about a mile of gravel, ice and snow-packed road. This part was very slick and required the utmost of care. The only wheelies performed were those where front and back wheels changed places. Finally, the blue trail markers led into true motorcycle riding country. Some of the local hot-shoes, like Tom Street mounted on a 441cc BSA Victor, who were really familiar with the territory, turned in some fantastic running times over the 25-mile course. They obviously didn't place very high in the event because it was too difficult for them to ride hard and look for the elusive check points lurking in the shadows alongside the trail. Snow covered rocks and small logs and sticks lying on the trail at an angle were treacherous and got to riders on several occasions.

Several of the most exciting parts of the run included a creek crossing and a hill that later in the day turned out to be pretty greasy as a result of breaking through the frozen ground. The first several bikes through the creek experienced no real problem, but as the event wore on, the water hole got deeper and muddier. Toward the end, the depth of water would almost cover a 19" wheel. And, of course, not being able to see the bottom of the creek while going through this particular exercise causes one to feel quite antsy. It's almost like riding through a bed of writhing rattlesnakes. You don't know which one is going to strike or which way you are going to have to jump until you are right on top of them. Amazingly enough, just about everyone made it through the water hole without inhaling too much water into their carburetors. The brakes weren't worth a darn either, but who needs brakes? So off we go, most of the twins pulling on one cylinder and some of the singles just pulling against the kick starter. (Kaff, kaff!).

After all was said and done only a half-dozen scooters had to be hauled in. Not too bad, considering the snow, ice and waterhole conditions.

Number one detective in this Hare and Hound event was Gib Wright of the Lobo Motorcycle Club, mounted on a 250 Greeves, followed by Chuck Isaacson (CZ), Bob Warren (Triumph), Dave Landis (Kawasaki), Ed Wolfe (Suzuki) and Bob Barton (Triumph).

Forty-one brushbusters at Colton, Oregon poised and ready for the starting gun and the signal to move out in the freezing weather and find a handful of hidden checks.

Bud Higgens (Honda) leads three other riders past a hidden check point at the bottom of the snow-covered hill. Though the scenery is breath-taking, nobody seems to be sight-seeing.

Bob and Teresa Warren can't help showing a little concern over what may lurk ahead of them and their Triumph in the muddy waters.

With brute force and a little awkwardness Jesse Rodriguez pilots his 40-inch Triumph through some pretty deep water. Brrrrr!

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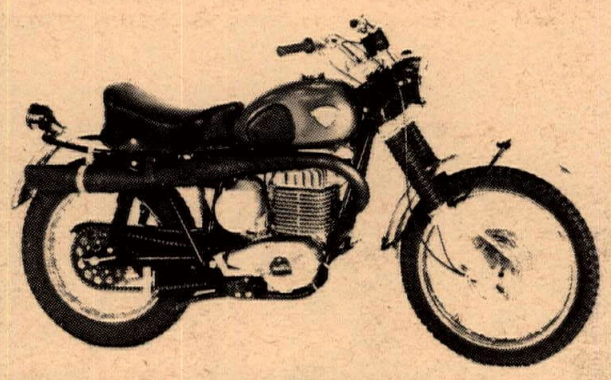

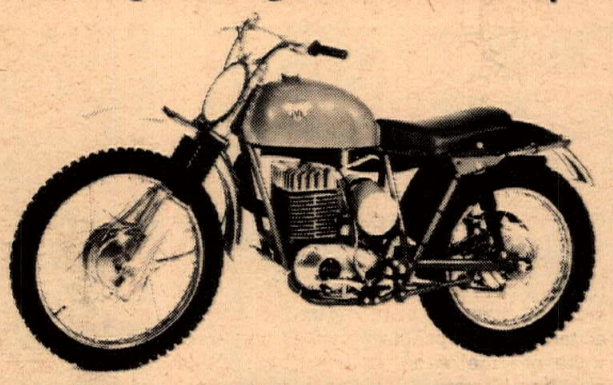

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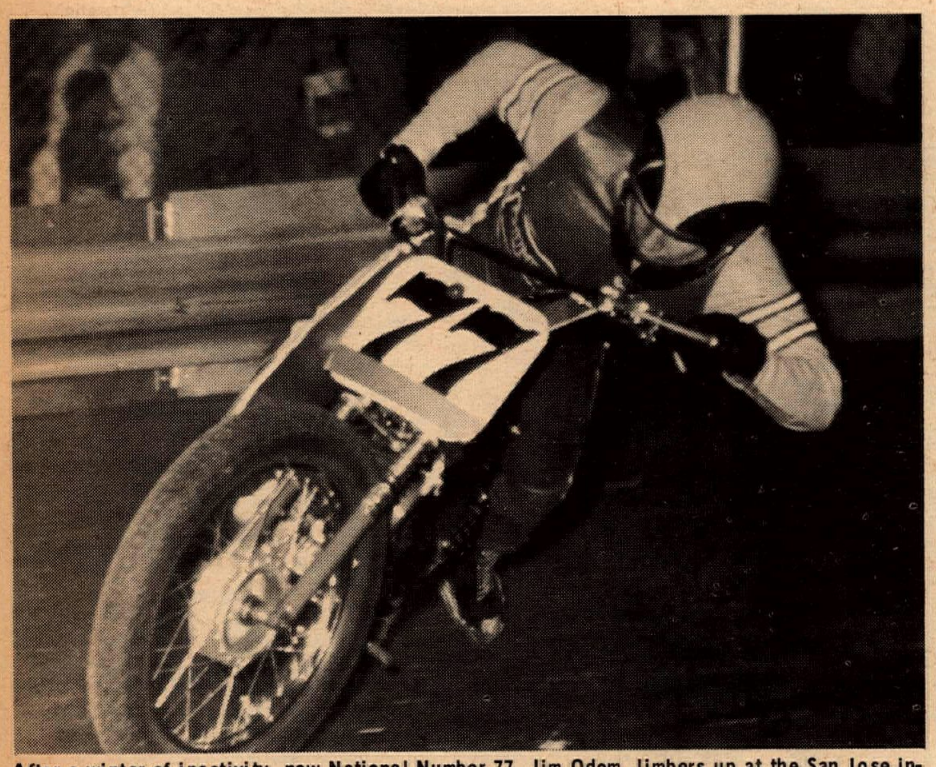
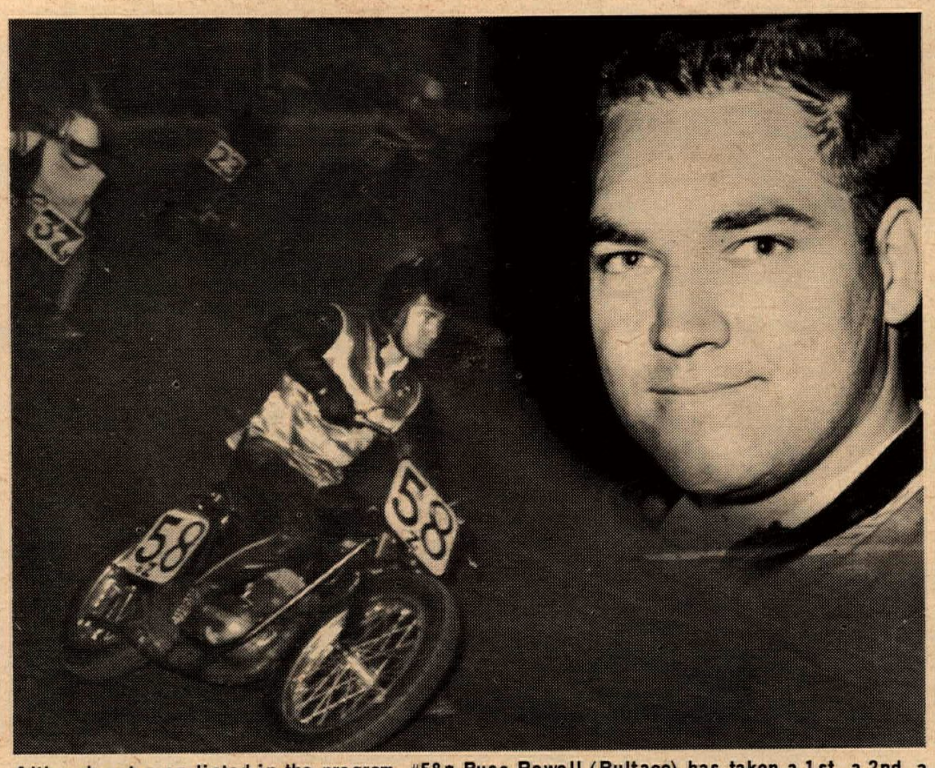


After a winter of inactivity, new National Number 77, Jim Odom, limbers up at the San Jose indoor track. He had broken his foot while running in the San Jose National last year and this was his first appearance since then. Although he didn't find the winning combination, he should soon be back in shape.



Although not even listed in the program, #58z Russ Powell (Bultaco) has taken a 1st, a 2nd, a 3rd and a 4th at San Jose. Here he leads Bruce Anderson (37y), who is hiding Mike Yam (46z) and Dave Bostrom. This event was stopped at 10 laps when 16y Bill Jamison (in background) hit the guardrail.

PORTLAND INDOOR

By J.K. Lacey

A leaky roof resulting in a somewhat wet track, slowed all contestants and completely demolished the current high-point leader Larry Parker during the weekly Friday night indoor races February 2 in Portland, Oregon. Parker did again win the Trophy Dash, keeping his season record intact as he has yet to lose a Dash but that was it, as he never got out of a heat race the remainder of the night.

Wailing Dick Donaca was on form, winning his heat and his semi during the scratch events, then coming on strong to top Ed Richardson and T.L. Hoglan in the Main. It was almost the same in the handicap races but "Hoppie" Hodson had other ideas and wanted back in the win spotlight again so put it on'em when it counted in the final, besting Donaca, G. Papa, and J. Gordon.

(Results on page 16)

SMOLDERING SAN JOSE SESSION

Story and Photos by William M. Clark

The San Jose indoor event on Friday, February 2nd was still affected by the smoldering fire of dissension between the officials, riders and spectators. If nothing more it is providing excitement to lure more people to the paying gates.

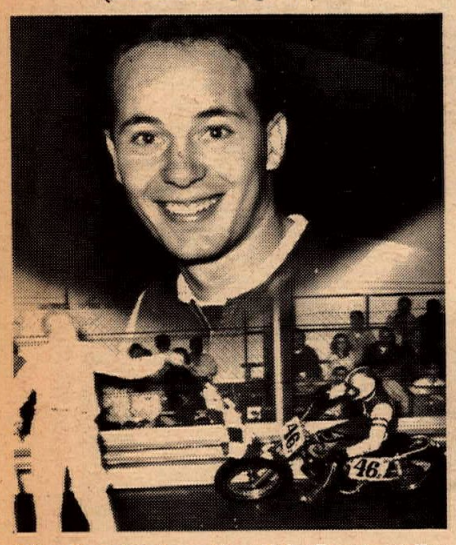
Pappy Ford (District 36 Timer) was given the duties of starter for the event. At this time it is a job at which even Solomon couldn't always be right. Our hats must be off to Pappy and Chuck Guluizzo for their sincere efforts. Other than missing the leader a few times with the yellow and checker, Pappy did a very good job.

In the Novice event 35 riders signed in and ran six five-lap heat races. Jerry Clark from Alameda riding the Calif. Kart 175 Bridgestone set a new 5-lap track record of 41.73 seconds. He went on to win the Novice Trophy Dash. Novice point leader Don Castro from Hollister spilled in the heat race and failed to qualify for the main. In the Main Event Jerry Clark was caught napping and lost the advantage of the pole to Ian MacLaclon, Tom Booth and Ed Garza. Jerry charged through the field to second place, and as he attempted an inside pass of Ian, Jerry spilled and Ian was pushed wide. Tom Booth took over the lead with Wild John Silva pushing him. After that spills occurred all over the track and positions became confused to all including the officials. John Silva did get by Tom Booth to win his first Main Event. After that there was no agreement but the officials posted the enclosed order of finish.

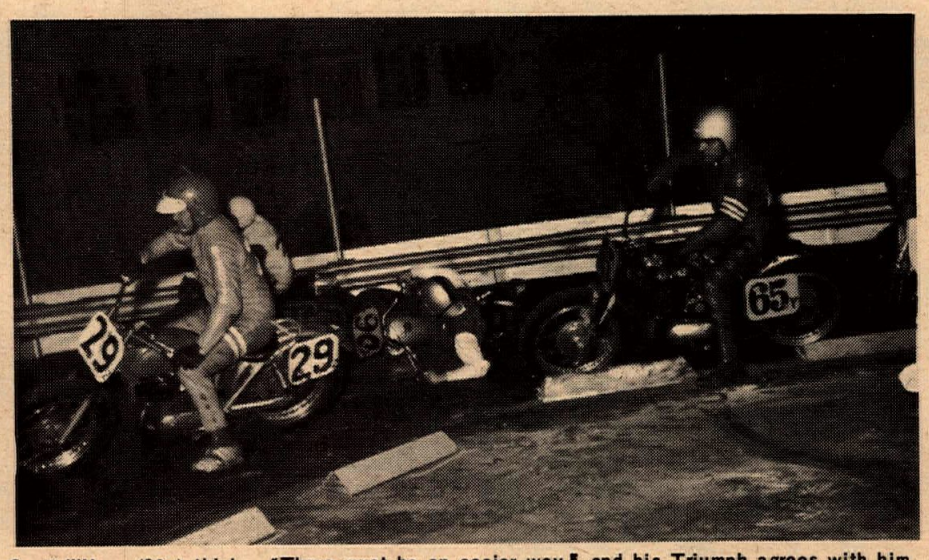
The Amateur/Expert event was very much an old record with Mike Yarn of San Jose taking his heat race, the Trophy Dash and the Main Event. This is four out of seven for Mike. In this Main, as is his habit lately, Mike was over a half-lap ahead of the second place rider. His Bultaco, prepared by A & A Motors, seems to be unbeatable on the indoor short tracks.

In the Amateur/Expert semi Bill Jamison charged off the line and made rather hard contact with Steve McCants. Bill went on to get the checker, but was disqualified for rough riding. After the mishap Steve pulled up and coasted into the infield. When he got off his bike and dropped to the floor, Lance Prestidge went to his assistance and was assured that he did not need immediate help. After the race was over and Steve was taken to the hospital on the stretcher a rhubarb erupted over not stopping the race. This demonstrated how sensitive the situation is in San Jose at this time. It must be said that Jamison is a very agressive rider and Steve suffered a broken leg. (He is now out of the hospital and expects an early recovery.)

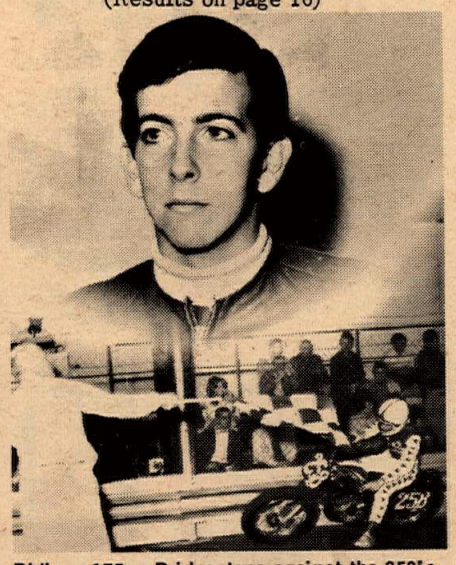
(Results on page 16)



Mike Yarn (46z) won four Main Events at San Jose, four out of four races at Santa Rosa, then traveled to Houston where he took a solid fifth in the Astrodome Indoor Championship, only first year Expert to qualify for the final. He credits A & H Motors for keeping his Bultaco in top shape.



Scott Wilson (90y) thinks, "There must be an easier way," and his Triumph agrees with him. The Amateur/Expert semi had two restarts and each time Scott was sprawled on the track. Here Bill "Biscuits" Verbiscio (20z), Al Ludwigsen (65y) and others avoid the mishap.



Riding a 175cc Bridgestone against the 250's, Jerry Clark (258z) of Alameda gets the checker from Pappy Ford to win the Novice Trophy Dash at San Jose. In his heat race he set a new 5-lap record, and repeated the feat at Santa Rosa the following night, also winning the Main Event wire to wire.

SANTA ROSA WRAP UP

Story and Photos by William M. Clark

The last indoor event of the season at the Fairgrounds in Santa Rosa was one for the fans to remember. The Ascot TT opening caused a shortage of riders on February 3, but those present put on a very good racing program.

Three-time winner Mike Yarn was present and held off all attempts to dethrone him. Mike made it four out of four and was lapping riders by the fourth lap. Russ Powell who took second was still on the back straight when Mike took the checker. Mike also won his heat race and the Trophy Dash. The Amateur-Expert semi saw a lot of action with the riders trying to get into the Main. The race was restarted two times and each time Scott Wilson was in the middle of a big pile-up.

Tom Steele from Santa Rosa was unable to make the Expert Main Event, but he did set a new 5-lap record for the lightweight bikes in his heat race. Tom finished second in the Lightweight Main with Harold Raggio of San Francisco leading the distance.

Novice Jerry Clark still had the 175 Bridgestone red hot and set another new 5-lap record, repeating his record breaking run in San Jose the night before. Don Castro was headed to Ascot when he realized that he'd left his card with the San Jose officials. He and his crew made a fast trip to Santa Rosa from Hollister and Don entered the evening race to safeguard his leading point standings. Don won his heat race and qualified for the Trophy Dash with Jerry Clark, Jay Kanemoto, and Ed Garza jumped into the lead of the Dash and when Jay and Don became entangled Ed was all alone for the gold.

Jerry Clark did some frantic work trying to cure the plug oiling condition of the Bridgestone and things looked doubtful at the start of the Novice Main. The Bridgestone did come to life off the line, however, and Jerry led the Main all the way. When the checker came he was about to lap Trophy Dash winner Ed Garza. Don Castro placed second and was declared Santa Rosa point leader for the year. Jerry finished second in points with Jay Kanemoto close behind.

Don Castro, Jay Kanemoto and Jerry Clark all have a common karting background and are three young men that will bear watching as they progress in their Novice year. All three have the skill and determination to be winners in anything they race. Each are backed by well-known two-stroke builders; Don by George Hall of Gilroy, Jay by his cousin Irvin Kanemoto of San Jose, and Jerry by Bob Stout (Calif. Kart) in San Jose.

(Results on page 16)

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Frantic start of 500-Open event.

STUMPJUMPERS AT ELSINORE

By Maureen Lee

Some of our clubs had better start looking to their laurels! The Stumpjumpers, a brand new District club threw their first event Sunday, a scrambles at Elsinore and it was terrific! These guys really worked hard, their posters were neat, printed the same as their club colors, they got their paperwork done well and had enough workers on hand to man all positions properly. All this from a club where the majority of members are moto-cross riders and not scramblers at all. Cheers, guys!

After the heavy morning fog had cleared, practice started and the surface was bitchin! Just like night time Elsinore and it kept that way for quite a share of the morning until the sun really got to work, then things got a little skittery as did some of the riders!

Steve Nicholls took the 50cc class and then went on to a second in the 100 Expert Moto, which developed into a tangle with Fred Edwards and Ken Lee, both on Yamahas but with Edwards emerging the winner.

The Powder Puff class put on a good race, with Kelly Struble (Hodaka) taking three straight and first woman Expert Eulene Long (Honda) the second place. The gals, since all rider classifications ride together, line up the Novices in the front and the others in the second row to make for more interesting racing. The Amateurs and Experts now have to work a little harder and it gives the Novices a better chance for glory if they can hold on to any lead they may get off the line.

There is a protest lodged in the 100 Amateur class against winner, Honda-mounted Gary Scott by the team manning the second place scooter, a Bridgestone ridden by Linus Beall, so results of that one are pending the official measuring of the engine.

Coming at you, 250 Experts #35 Larry Taylor (Bultaco), #79 Gary Bailey (Greeves) and #4 Keith Mashburn (Yamaha). Approaching is Ossa-mounted Jim Connolly.

Photos by Maureen Lee

Above: Bill Noble (23) riding BSA for Irv Seaver, took second in the wild Open Amateur event won by James Fox (Triumph). Below: More Open Amateur action at Elsinore. The pace was fast, close and risky.

The Bast Racing Team clobbered them in the 125-175 class and the 200 class with Steve Bast taking honors in the first and Mike the 200 win.

Up into the 250 class, Ted Longwith on a Greeves really hauled but it was a 'Taco with Eric Oleson aboard that won the Amateur division. Only four Experts made it for their class, and it was a good race. Keith Mashburn (Yamaha) made one moto but didn't make it around a turn once, and then it was into the tires for Keith. That left Larry Taylor (PurSang) Jim Connolly (Ossa) and Gary Bailey (Greeves) to fight it out, and a fight it was with Gary emerging on top.

They had to combine the 21" and 500 Amateurs for lack of riders but it was Fred Edwards (BSA) the winner with a 21 - inch rider, Lou Wolf taking second one of the really beautiful trophies home that the club awarded.

For the wildest class of the day we'll tab the Open Amateurs. Things got a little rough more than once in the back side of the course and although the Novices might have fallen more often they showed more caution! Jim Foxe (Triumph) won with BSA rider Bill Noble in second.

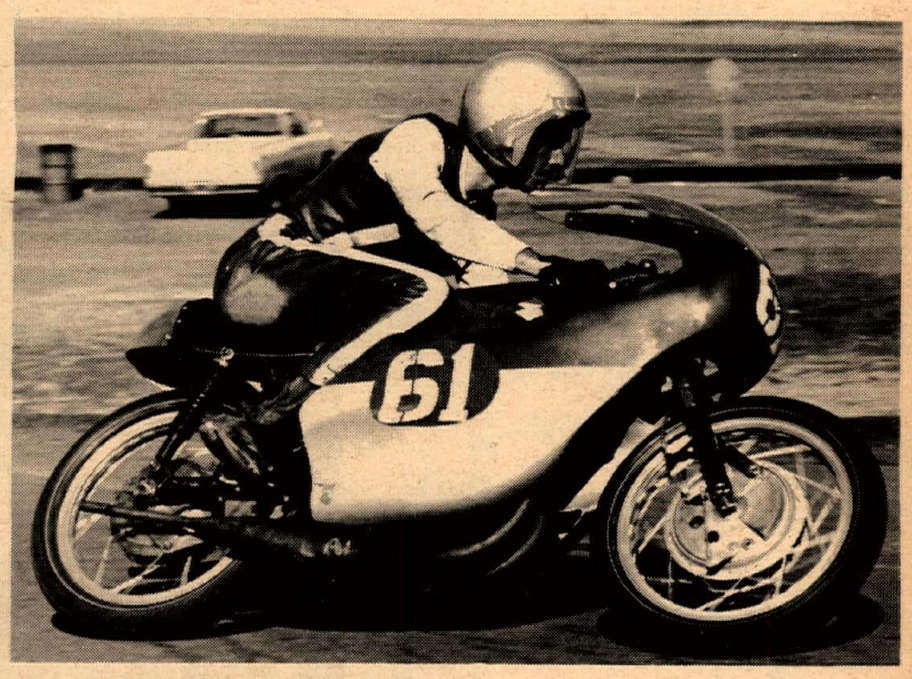
Once again for lack of riders the last two classes had to double up and the 500's and Open boys mixed it up. John Rice (Honda) won his heat but it was Chuck Minert on his BSA Victor who won the Main with John second. John Kato (Victor) held on to third and Terry Dorsch (Triumph), first Open rider, the fourth spot.

The club held two Sweepstakes, something not always done but they are a blast to watch and often end up in an upset. The winners of the tiddler classes were allowed to start around the top turn with the heavier lightweights on the actual line, so it was Fred Edwards, Steve Nicholls and Novice 100 winner Dale Hopkins up ahead (hey, where was the Powder Puff winner?) Fred won with Steve in second and 250 Expert Gary Bailey in third, and it was wild with the faster bikes really trying to make up time on those fast tiddler scooters! Fred again won the heavyweight sweep with "Feets" Minert in second. Last time we saw Edwards he was going down the road to rent a trailer to carry all his trophies home in!

(Results on page 16)

Suzuki makes it!

VICTORY!



Vaca Valley Raceway – February 18
250 GRAND PRIX CLASS
1st RON GRANT - SUZUKI TR 250
(Ron turned in the fastest lap of the day)

500 PRODUCTION CLASS
1st DAVE BURCHARD - SUZUKI T500
(Dave won first in class and first overall riding for Monroe Motors!)

250 PRODUCTION CLASS
1st JOE TONE - SUZUKI X6 HUSTLER

Carlsbad Raceway – February 18
500 GRAND PRIX CLASS
1st JOHN APPLE - SUZUKI T500
(John's Suzuki is owned and tuned by Floyd Emde's Motorcycles)

San Jose Indoor Short Track – February 16
250 AMATEUR – EXPERT CLASS
1st BRUCE ANDERSON - SUZUKI X6 HUSTLER
(Bruce riding for McCoy Motors won his heat race, the trophy dash, and the main event.)

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NICHOLAS AGAIN AT CARLSBAD ROADRACE

Photos by Dennis Greene

When you mix TT racing and road racing you are bound to have excitement and perhaps close racing. That's what happened at Carlsbad last Sunday in the big bore division when rough and tumble Bill Manley locked horns, or we should say bars, with velvet smooth Jody Nicholas.

Nicholas was the eventual winner of the Open Class aboard his BSA 650 but it was Manley who gave road racing some new wrinkles and added color.

These two riders battled it out in two heat races with Nicholas the winner each time. Then in the ten-lap final it was a free-for-all of the type seldom seen in pavement pounding.

Manley and his TT Triumph held off the hard-charging Jody for the first five laps. In fact, Nicholas was moving through the pack from fifth to third on the first lap.

The Dixie Flyer was second at the end of lap two and did not take the lead until the fifth go-around. Jody took over first on lap five but on the tricky uphill left hander it was Manley broadsliding by the former National Champ – on the outside!!

This obviously scared the Navy Flyer as he poured it on, regained the lead and went on for his second straight big bike win at Carlsbad.

Manley Spectacular

The entire race saw Manley TT-ing the left hand corner that has gained much respect from one and all who have ever ridden the track. This includes every top rider in the nation.

Somebody forgot to tell Bill, as each and every lap found him in full locked slides and many times with the front wheel high in the air – wide open in third gear!

Johnny Apple, with an additional month to work over the new Suzuki 500, rode well all afternoon and the new racing model never missed a beat. Apple won the 500cc class honors and was third overall, behind Nicholas and Manley.

It was an even closer story in the rapid 250cc Grand Prix class. Nicholas took his first Carlsbad ride on a 250 and was again the winner but it came much harder than the big bike effort.

Nicholas ... Again!

The opening heat race saw Nicholas and his Yamaha duel Walt Fulton and the team Kawasaki all the way. The lead changed four times before Nicholas grabbed the lead coming down the final straightaway and beat out the new ace by less than two feet!

The second heat saw Fulton take the lead on the final lap and beat Jody for his only loss of the day. Nicholas really rapped it on in the final and scored the win with running room to spare. At least by more than the two heat race margins.

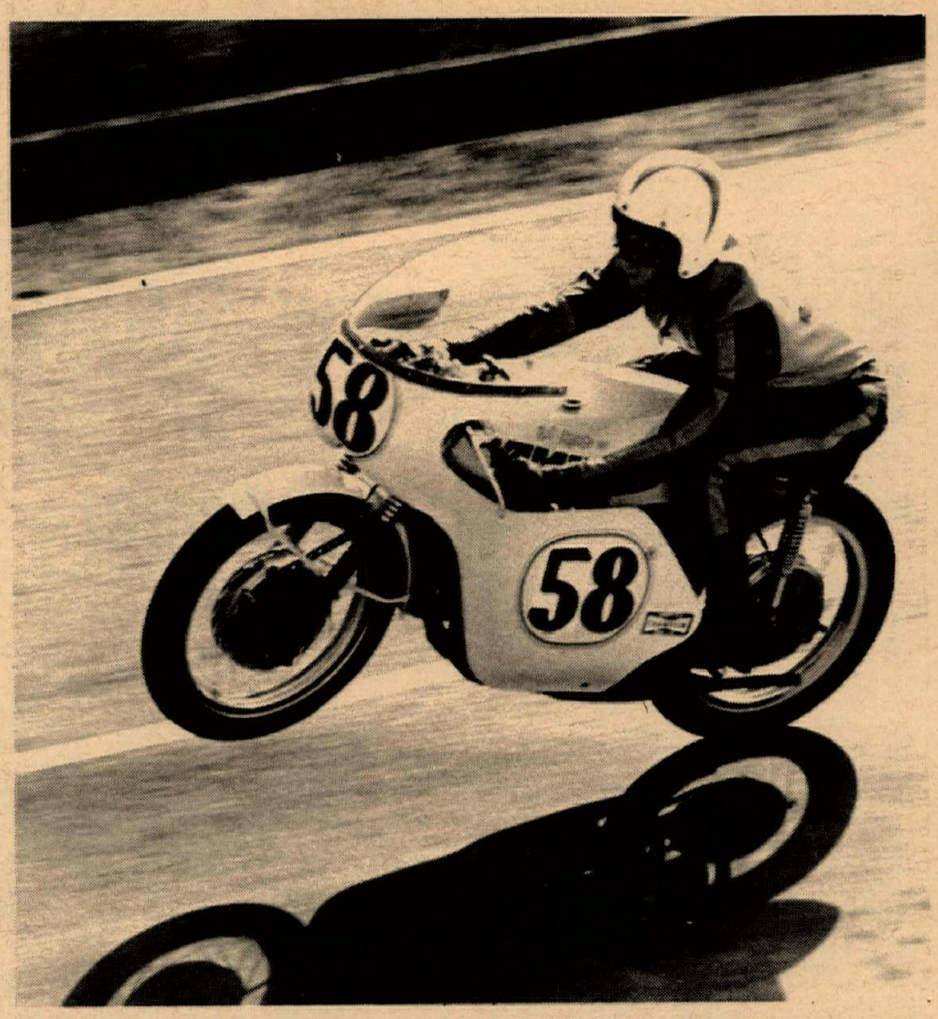
The colorful Navy man now joins a select list of a very few riders that have ever won both a 250cc and big bike feature.

Whit Blakeslee wheeled his 200cc Bultaco in for the under 250cc Grand Prix class win and had little, if any, trouble along the way. Roger Baeder took the ultra-small class honors on his 100cc Kawasaki.

In the Production class it was scrambler Stan Roger making his first road racing appearance on his Bultaco and he made it a good one by taking three class wins during the afternoon over Bob Lend, also Bultaco mounted.

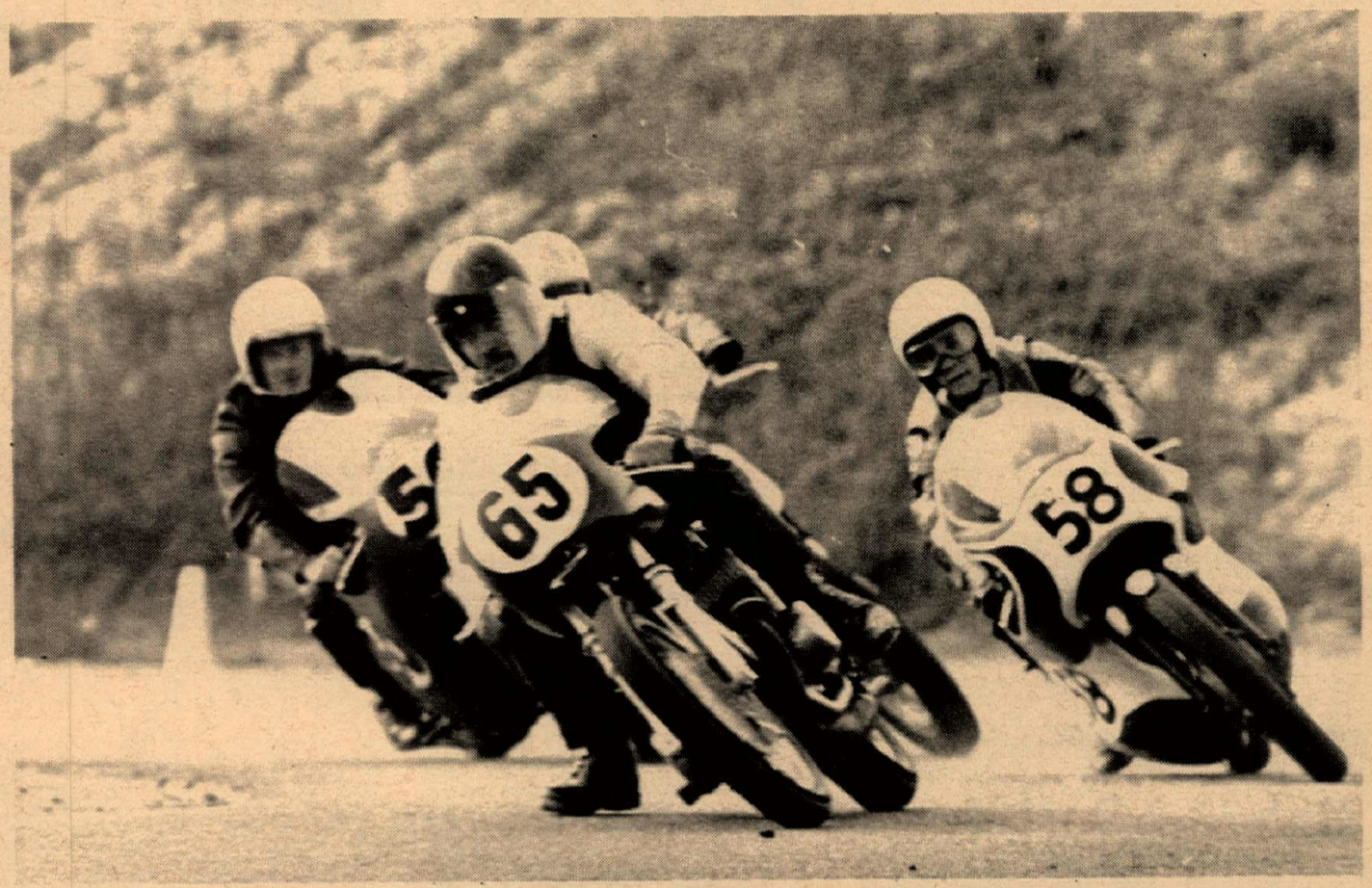
Ron Pierce came up empty handed for the event and had no 250 to ride so he dropped down into the 100cc class and took home the trophy on his Yamaha 100cc single.

The next sportsman road racing date has not been set by the Playboys M.C. at this time. They will pass the month of March due to the Daytona events.



Making it two Open Class wins in a row at Carlsbad, Jody Nicholas also picked up the 250cc Grand Prix event this time out. Here the shadow of his Yamaha follows him down "wheelie hill."

Obviously enjoying himself, Bill Manley (Triumph) thrilled the crowd with his full-lock slides. Those marks on the pavement are from Manley's previous efforts in the slide dept.



Above: First lap, first turn of the Open Class final finds Tony Nicosia (56) leading the way. BSA-mounted Nicholas (58) is on the outside, Dick Welch (50) took third overall and first 500 on a BSA single. Below: Despite a broken chain in one event, #937 Whit Blakeslee (Bultaco) came back strong and won the under-250cc GP event.

(Results on page 16)

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ACA ROAD RACE OPENER AT WILLOW SPRINGS

Photos by M. Stillman

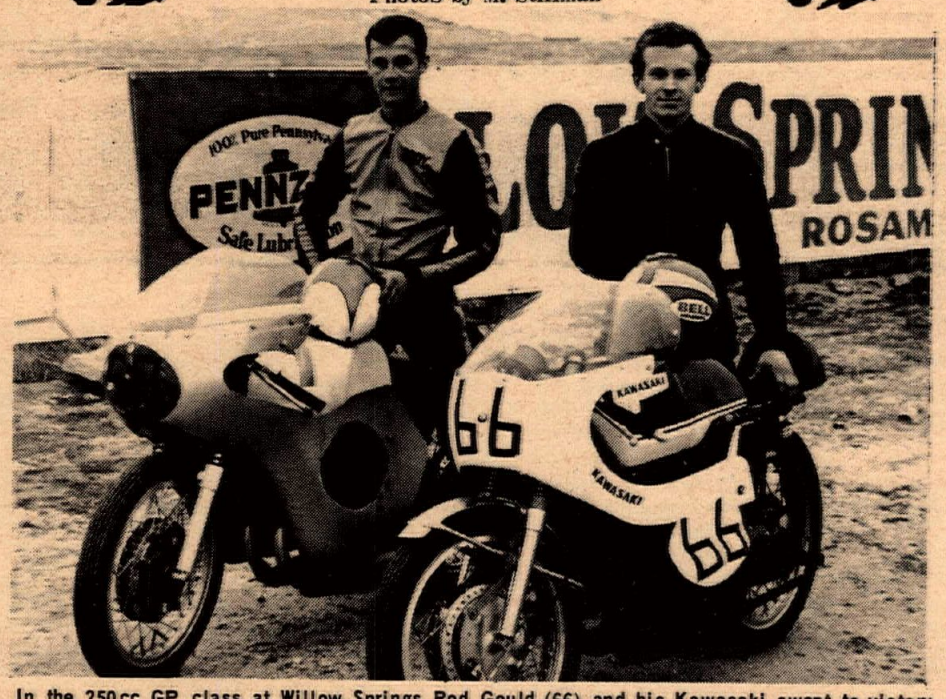
February 11th saw the opening of the 1968 ACA road racing season at Willow Springs International Raceway, with 141 eager road racers waiting for their opportunity to get on the course and the "ACA Opener" proved to be a tremendous beginning for the 1968 season, with some fine competition in both the GP and Production classes. In the practice session a mishap occurred when Andre Lascoutx left his 250cc Yamaha going down through Turn 5 and injured his right arm. As in the past, Andre would have been a top contender in the 250cc class. Another disappointment to the riders and fans was the absence on the course of National #1, Buddry Parriott. However, Buddy was in the pits giving encouragement to some of the other riders with a taped-up right hand. He had received an injury at an earlier date and it was not quite healed, but we have been assured that the 125, 250, and 500cc events on March 24th at Willow Springs will be hotly contended by Buddy.

After the heat races were completed, the Main Events got underway, with the first lightweight event being for the 50cc and 100cc GP classes. On the first lap, last years' 100cc champion, Jeff Pasternak on a Yamaha took the lead and was not contested throughout the entire event. In hot pursuit and finishing second overall was #3 Rudy Galindo on a Honda, and right behind Rudy came a newcomer to road racing this year, but an old dirt rider, #51 Brad Stankey on a Yamaha. Finishing first in the 50cc Class 1 and 7th overall was Tony Nicosia on a Suzuki and first in the 50cc class II was Dan Osborne on an Ital.

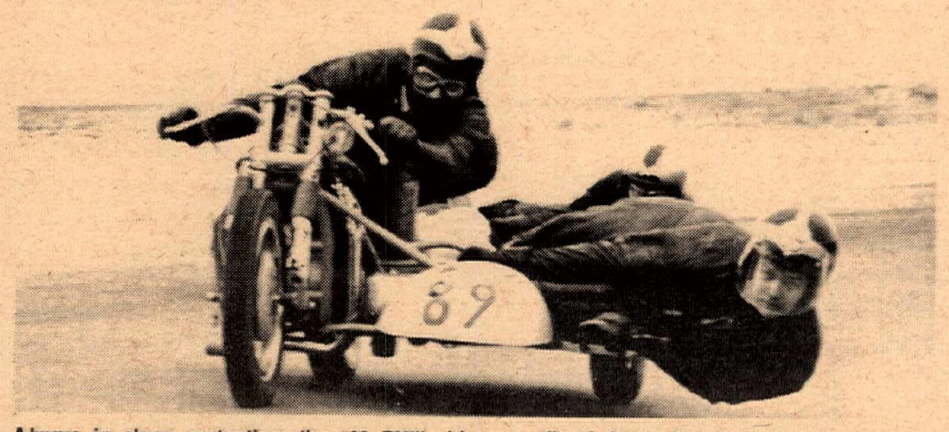
The second event of the day were the 125cc, 175 and 200cc classes. These classes are run together but scored separately. First overall and last year's 350cc champion, Dave Damron, took first on a 200cc Ossa. Pushing Dave and finishing second overall and first in the 175cc class was Steve Galbraith on a PR Special, and in third place was Gary Niwa on a 200cc Bultaco. First in the 125cc class and 7th overall was Myron Tracy on a Honda.

The third race was open to the 250cc GP class with some twenty-odd entries and a pretty impressive field. From the starting gun, Rod Gould on a Kawasaki broke out in front. In hot pursuit was Jody Nicholas on a Yamaha and behind Jody came John Buckner, also Yamaha mounted. This was the first event for John after a two-year hitch in the army and he did very well for such a long absence from road racing. Behind these riders came a whole string of some twenty riders tightly grouped together. The greatest excitement was centered around Rod and Jody. On lap six, Rod made a slight bobble going through turn 6 and let Jody slip underneath him. Jody started pulling away very quickly on the Yamaha down the chute and into turn eight. Rod on the Kawasaki tucked in behind and was forced to follow Jody for the next four laps.

On the final lap of the 25-mile main event, coming out of Turn 9, it was an absolute drag race down the straightaway. Jody approached turn nine first, but Rod was closing fast. They both came out of turn nine with the Yamaha one bike length in front of the Kawasaki, and down the straightaway they came, side by side. When they crossed the start-finish line, Rod on the Kawasaki had accelerated half a bike length past Jody to take the checkered flag in the 250cc Main Event. Buckner finished third and behind John was Joe Hamilton. In seventh place and having enging trouble was #71 Ralph White. Ralph had quite a few mechanical problems throughout the morning in both the practice session and his heat race, and the machine certainly was not performing.



In the 250cc GP class at Willow Springs Rod Gould (66) and his Kawasaki swept to victory ahead of Yamaha-mounted Jody Nicholas (58). Later, Nicholas took the Open Class on a BSA, Gould switched to Honda for 500cc class honors.



Always in close contention, the #89 BMW sidecar outfit of driver Bob Bakker and passenger Bob Bender had to settle for second this time out to the Triumph combination of Reg Pridmore/ Ernie Caesar.

The fourth event of the afternoon was made up of the lightweight production classes, including 50, 100, 125, 175 and 200cc machines. These classes run together but are scored and trophied individually. Overall winner was last year's champion, #3 Dave Damron on a Suzuki. To everyone's surprise, right behind Dave came James Harris on a 175cc Ossa, finishing second overall and in third place on a 200cc machine was Chief Galbraith, Bultaco mounted. Behind these three front riders was literally a bumblebee of small machines hovering tightly together. First in the 125cc class was Steve Froschauer, and first in the 100cc class was Mike Velasco on a Bridgestone, and the 50cc class went to Dick Pearce on a Mondial. Dick, by the way, is one of the local Pennzoil distributors and graciously donated two cases of Pennzoil to the first place winners.

The fifth race was for the sidecars. Even though there were only two entries, I think the fans find the sidecars an exciting and interesting event. It takes quite a great deal of courage for both rider and passenger to go tearing through corners at Willow Springs or any other course. On the first lap, the leader was #89, driver Bob Bakker, passenger Bob Bender. On lap two, Bob had a little trouble and #711, Reg Pridmore driver and Ernie Caesar passenger, got by and from then on it was Pridmore and Caesar's event.

Next came the Heavyweight production classes which proved to be the most hotly contested event of the day. On lap one, Dave Damron on a 250cc Suzuki, broke out into the lead. Following Dave came Byron Black on a Kawasaki, then Jon Graber on a Bultaco and Dick Kilgroe on a Honda. These four men changed positions two or three times throughout the entire event and most of the time, a very large blanket could have covered them. Dave led laps one and two. On lap three, Byron Black took over the lead and Dick Kilgroe moved into second. Dave fell into third and Jon Graber into fourth. On the next lap, Jon got behind Dave, Dave moved into third. On the very next lap Kilgroe, pressuring Black, moved into first place. On the final lap, and getting the checkered flag, Black regained the lead from Kilgroe and finished first overall on the 350cc Kawasaki, with Dick finishing second on the 500cc Honda. Third place went to Jon Graber on a Bultaco and fourth to Dave Damron on a Suzuki. Jerry Greene took fifth on a Bridgestone. First in the Open Class and sixth overall was Roland Pagan on a Triumph.

The final event of the day was open to the 350cc, 500cc and Open GP machines, with Jody Nicholas on a 650cc BSA taking the advantage and holding it from start to finish. Jody's lead was never contested. Rod Gould #95, on a 500cc Honda got off to a bad start and on the first lap was running in sixth position. Pushing hard, Rod was able to move up into second place, but that's as far as he could go. Many in the pits wondered what Jody could have done on a BSA if Rod would have had a good strt in the beginning. The track record at Willow is held by Cal Rayborn and Jody Nicholas came within .2 of a second of tying it. Right behind Rod was #6 Dick Kilgroe on a Honda and then #711 Reg Pridmore on his brand new Norton Manx. Sixth on the road and first in class was Byron Black on his 350cc Kawasaki.

With a slight overcast and the temperatures running in the high 60's and low 70's, it was an excellent day for road racing. We're looking forward to seeing many of these top riders do well at Daytona this year. We are also anxiously looking forward to their return to California and to their participation in our next road race at Willow Springs on March 24th.

(Results on page 16)

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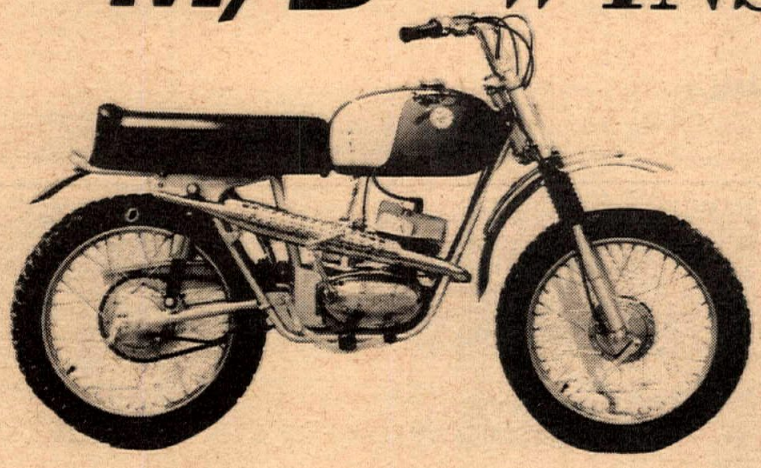
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ACA ROAD RACE
Willow Springs I'ntl. Racing
Sunday, Feb. 11, 1968

G.P. CLASSES

50cc CLASS I
1. Tony Nicosia Suz
2. Don Dierking Hon

50cc CLASS II
1. Dan Osborne Ita
2. Paul Wilde Yam
3. Don Anselm Yam
4. Sid Chambers Mon
5. Larry Singer Mon
6. Dick Pearce Mon

100cc CLASS
1. Jeff Pasternak Yam
2. Rudy Galindo Hon
3. Brad Stankey Yam
4. Sparky Edmonston Yam
5. Roger Baeder Kaw
6. Dick Carlson Gar
7. Stan Wegner Yam
8. Randy Layne Gil
9. Dan Wilson Yam
10. Roy Nakamoto Hon
11. Mike Lane Hon

125cc CLASS
1. Myron Tracy Hon
2. Elliot Tobis Bul
Bob Barker DNF Duc
Moe Conserriere DNF Bul
Chief Galbraith DNF Toh

175cc CLASS
1. Steve Galbraith P.R.
2. Jim Harris Oss
3. Ron Littlefield Hon
4. Gene Mitchell Hon

200cc CLASS
1. Dave Damron Oss
2. Gary Niwa Bul
3. Bob King Suz
4. Dick Pearce Gre
5. Doug Taylor Bri

250cc CLASS
1. Ron Gould Kaw
2. Jody Nicholas Yam
3. John Buckner Yam
4. Joe Hamilton Yam
5. Bill Manley Yam
6. Jeff Sperry Yam
7. Ralph White Kaw
8. Don Emde Suz
9. Cecil Oswald Yam
10. Mike Moore H-D
11. Ken Gardner Yam
12. Barry Provisor H-D
13. Frank Ambrosi Yam
14. Ed Ford Yam
15. Doug Van Tassel Duc
16. Ellis Bole Suz
17. Ron Balestrieri Yam
Jim Davis DNF Yam
Stan Rogers DNF Suz

350cc CLASS
1. Byron Black Kaw
2. Chief Galbraith Kaw
3. Randy Smith Hon
4. David Doan Hon
5. Barry Provisor Yam
6. Mike Lane RE
7. Ed Ford Yam
8. Barry Sulkin Hon
9. Jim Chen Hon
10. Roger Wood Hon

500cc CLASS
1. Ron Gould Hon
2. Dick Kilgroe Hon
3. Reg Pridmore P.R.
4. John Apple Suz
5. Mike Moore H-D

OPEN CLASS
1. Jody Nicholas BSA
2. J.D. Williams Atl
3. Lee Patterson H-D
4. Paul Sharpe Tri
5. Doug Van Tassel H-D
6. Dale Larson H-D

PRODUCTION CLASSES

50cc
1. Dick Pearce Mon
2. Bill Giles Mon

100cc CLASS
1. Mike Velasco Bri
2. S. Robbins Yam
3. Verne Wood Ita
4. Frank Ross Hon
Geoff Mazon DNF Suz
Paul Wilde DQ Yan.

125cc CLASS
1. Steve Froschauer Yam
2. Alan Spears Hon
3. Myron Tracy Hon
4. Ed Kelly Suz
5. Jay Stankey Yam

175cc CLASS
1. James Harris Oss
2. John Pinaglia Hon
3. Moe Conserriere Oss

200cc CLASS
1. Dave Damron Suz
2. Steve Galbraith Bul

250cc CLASS
1. Jon Graber Bul
2. Dave Damron Suz
3. Jim Keys Suz
4. Jim Damron Suz
5. Stan Rogers Bul
6. Michael Prusinski Duc
7. Bill Giles Suz
8. Frank Ross Suz
9. Marv Bigman Yam

350cc CLASS
1. Byron Black Kaw
2. Jerry Greene Bri
3. Chief Galbraith Kaw
4. Jim Chen Hon
5. John Buckner Yam
6. Jim Holt Yam
7. Marvin Sanders Hon

500cc CLASS
1. Dick Kilgroe Hon
2. Tony Nicosia Suz

OPEN CLASS
1. Roland Pagan Tri
2. Paul Sharpe Tri
3. Jack Harney Tri
4. Dan White Tri

SIDECARS
1. Reg Pridmore Tri
pass. Ernie Caesar
2. Bob Bakker BMW
pass. Bob Bender

HI-BOOTS TT SCRAMBLES
Dehesa, Calif.
Sun., Feb. 11, 1968

By Bill Harmer

POWDER PUFF
1. C. Chiara Hod
2. S. Newsom Hod
3. C. Gooding Hod

90cc EXPERT
1. J. McGuire Hod
2. J. Willis Bul
3. R. Vanderpool Yam

250 EXPERT
1. W. Hosaka Bul
2. J. McGuire Suz
3. C. Hansen Mon

OPEN EXPERT
1. D. Matthews BSA
2. M. Carter Tri
3. A. Finan Tri

90cc NOVICE
1. C. Claydon Kaw
2. D. Stauffer Bul
3. R. Schaefer Bul

250 NOVICE
1. T. LeQue Bul
2. B. Frauenberg Kaw
3. L. Collie Kaw

OPEN NOVICE
1. J. Harmon Nor
2. L. Williams Hon
3. R. Law BSA

SANTA ROSA INDOOR SHORT TRACK
Santa Rosa, Calif.
Sun., Feb. 3, 1968

By William Clark

1st NOVICE SEMI
1. John Silva Bul
2. Pete Francini Bul

2nd NOVICE SEMI
1. Ed Egyed Bul
2. Frank Hall Bul

AM/EXP. SEMI
1. Ken Weakley Suz
2. Al Ludwigsen Mon

LT. WT. MAIN (125cc)
1. Harold Raggio Kaw
2. Tom Steel Bul

NOVICE MAIN
1. Jerry Clark Bri
2. Don Castro Bul
3. Jay Kanemoto Bul
4. Ed Edgyed Bul
5. Frank Hall Bul
6. John Silva Bul
7. Ed Garza Bul
8. Pete Francini Bul

AM/EXP. MAIN
1. Mike Yarn Bul
2. Russ Powell Bul
3. Ken Weakley Suz
4. Williams (62y) —
5. Scott Williso Tri
6. Al Ludwigsen Mon
7. Ron Wisler Bul

TROPHY DASH
Novice: Ed Garza Bul
Expert: Mike Yarn Bul

CARLSBAD ROAD RACE
Carlsbad, Calif.
Sun., Feb. 18, 1968

OPEN CLASS FINAL
1. Jody Nicholas BSA
2. Bill Manley Tri
3. Jim Deehan Tri
4. Lee Patterson H-D
5. John McGillvary Tri
6. Dale Larson H-D
7. Mike Fettes Nor
8. Buzz Buzzelli BSA

500cc CLASS
1. Johnny Apple Suz
2. Jim Kojaku Tri
3. Dick Welsh BSA
4. Tom White Hon
5. Dick Kilgroe Hon

250cc GRAND PRIX FINAL
1. Jody Nicholas Yam
2. Walt Fulton Kaw
3. Ralph White Kaw
4. Johnny Apple Suz
5. Don Emde Suz
6. John Buckner Yam
7. Ellis Bole Suz
8. Tom Rockwood Yam
9. Ken Gardner Yam
10. Bob Stark Par

UNDER 250cc CLASS WINNERS
200cc: Whit Blakeslee Bul
100cc: Roger Baeder Kaw

PRODUCTION CLASS WINNERS
250cc: Stan Rogers Bul
100cc: Ron Pierce Yam

PACIFIC COAST MOTO-CROSS CHAMPIONSHIP SCRAMBLES
Enumclaw, Wash.
Sun., Feb. 11, 1968

By Vic Ebbutt

100 "A" MAIN
1. James Herschbach Hon
2. Randy Skiver Hon
3. Stan Amor Zun
4. Richard Strawn M-B

200 "A" MAIN
1. Gary Kapus Kaw
2. Larry Parker Kaw
3. Glen Putnam Kaw
4. Don Whittlake Hon

250 "A" MAIN
1. Wayne Wright H-D
2. Don Rhodes Bul
3. Roger Stanley Mon
4. Larry Buchanan Bul

500 "A" MAIN
1. Emil Ahola BSA
2. Buz Gellenbeck BSA
3. Paul Zellner CZ
4. Gary Regan Mai

MOTO-CROSS CHAMPIONSHIP
100cc EXPERT MOTO-CROSS
1. Bill Langley Hod
2. Fred Kemp M-B
3. James Herschbach Hon
4. Stan Amor Zun
5. Jerry Dobbins Kaw

250cc EXPERT MOTO-CROSS
1. Norm Kopp Bul
2. Larry Lawson Hus
3. Magnus Kleels CZ
4. Larry Parker Kaw
5. Jim Einarsson Kaw

500cc EXPERT MOTO-CROSS
1. Larry Lawson Hus
2. Norm Kopp Mai
3. Dick Jagow Mat
4. John Taylor CZ
5. Bill Cook Mai

CLUB TEAM
1. Totem Motorcycle Club, Vancouver, B.C.
2. Inland Empire Motorcycle Club, Spokane, Wash.
3. Seattle Motorcycle Club, Seattle, Wash.
4. Seafair City Motorcycle Club, Seattle, Wash.

GRAND PRIX
1. Larry Lawson Hus
2. Magnus Kleele CZ
3. Dick Jagow Mat
4. Norm Kopp Mai
5. Bill Cook Mai

TAFT T.T. SCRAMBLES
Maricopa, Calif.
Sun., Feb. 11, 1968

By Harry Ghent

90cc NOVICE MOTO-CROSS
1. Bob Muller
2. Art Carter
3. John Oliver

125cc NOVICE MOTO-CROSS
1. Bert Severy
2. Bill Ward
3. Francis Parks

90 to 125cc AM./EXP. MOTO
1. Guy Smith
2. Fred Gregory
3. Richard Sweaney

200cc NOVICE MOTO-CROSS
1. Ray Yinger
2. Ron Tobey
3. Ernie Winslow

200cc AM./EXP. MOTO
1. John Docker
2. Everett Binkley
3. George Omo Jr.

250cc NOVICE HEAT RACES
1. Norm McKenzie
2. Ken Wise
3. Ernie Winslow

250 AMATEUR MOTO-CROSS
1. Al Davis
2. Bill King
3. Tom Brimage

250 EXPERT MOTO-CROSS
1. Steve Nason
2. Tim Thomas
3. Tod Sloan

OPEN NOV. HEAT RACES
1. R.J. Eigenbrod
2. David Gardiner
3. Robert Bennett

OPEN AM. MOTO-CROSS
1. Don McKay
2. George Holland
3. Wayne Westhay

OPEN EXP. MOTO-CROSS
1. Carrol Jackson
2. Rick Elisarraras
3. Norm Enderle

LIONS DRAG RESULTS
Sun., Feb. 18, 1968

STOCK STREETS:

A	Jim Sherwin	H-D	12.82–106.76
B	G. Meyer	BSA	13.24– 97.08
C	J. Fry	Hon	14.15– 90.63
D	Allee	Hon	13.02–101.46
E	Hines	Suz	14.92– 84.42
F	J. Murphy	Suz	20.25– 60.56

MODIFIED:

A	Al Sherwin	H-D	12.20–111.69
B	Carney	Tri	12.98–106.76
D	The Flea	Suz	12.24–110.42
E	Cash	Suz	13.11– 97.61
F	Velasco	Bri	15.00– 92.11

GAS:

A	Kimble	H-D	12.96– 95.03
B	Parsios	BSA	12.88– 99.11
D	Leonard	Hon	13.30– 95.64
E	Korman	Suz	13.31– 95.44
F	Zeman & Lynn	Suz	16.48– 75.31

IRWINDALE DRAG RESULTS
Sun., Feb. 18, 1968

TOP BIKE:
McEvoy & Martinez Tri 10.07–150.00

RUNNER UP:
Joe Smith H-D 10.14–140.00

SCTA ENGLISH TRIALS
Little Rock, Cal.
Sun., Feb. 11, 1968

MASTER
*1. David Smith 16 Pts. Bul
*2. Jim Wilson 21 Gre
*3. Bob Grove 25 Gre
4. Bob Nickelsen 26 Gre
5. Jack Ward 39 Tri
6. Don Morgan 43 Gre
7. Jack Milne 47 Mat
8. Sig Erson 48 Gre
9. Dick Murray 60 BSA

EXPERT HEAVYWEIGHT
*1. John Schindler 61 Mat
2. Jim Bollingmo 71 Mat
3. William Baxter 79 BSA

EXPERT ULTRA LIGHTWEIGHT
*1. Lee Rombeau 48 Hod
2. Bob Brookhart 59 Hod
3. Tom Stowers 78 Yam

EXPERT LIGHTWEIGHT
*1. Gary Conrad 28 Gre
*2. John Walters 39 Hon
*3. Harvey Rudicill 40 Gre
4. Warner Mobley 43 Bul
5. Duane Stone 62 Gre
6. Jim Smith 76 Tri
7. Art Day 78 Gre
8. George Steward 90 Tri

AMATEUR HEAVYWEIGHT
*1. Gary Hulshof 43 AJS
*2. Wally Albright 44 BSA
*3. Jim Ward 55 BSA
4. Ed Segal 56 Hon
5. Tom Stockstill 59 Hon
6. Mike Shannon (tie) 74 BSA
6. Roy Watson (tie) 74 Ind

AMATEUR WOMEN
*1. Joan Wilson 38 Hod
2. Sylvia Mings 53 Sac
3. Carol Lawrence 61 Hon

AMATEUR LIGHTWEIGHT
*1. Larry Berg 16 Bul
*2. Roy Sheridan 17 Tri
*3. Ron Roach 18 Tri
*4. Bruce Dumford 19 Tri
*5. Don Lawrence 21 Bul
*6. Gary Temple (tie) 27 Bul
*6. Loyd Davis (tie) 27 Tri
7. R. Criot 29 Gre
8. Jack Hering (tie) 30 Bul
8. Vince Martinelli (tie) 30 Gre
9. Gary Davis 32 Gre
10. Francis Steward (tie) 33 Bul
10. Russ Wassell (tie) 33 Yam

AM. ULTRA LIGHTWEIGHT
*1. Geoff Hammond 25 Yam
*2. Kevin Walker (tie) 27 Hod
*2. Jacqualine Mobley (tie) 27 Bul
*2. Dee Cameron (tie) 27 Hod
*3. Gary Lee Barton 28 Hod
*4. Don Clement 29 Hod
*5. Allan Dole 30 Bul
*6. Walt Bird 31 Hod
7. John Erson 33 Hod
8. Ted Dore 34 Hod
9. Dexter Kinnaird (tie) 36 Hod
9. Hank Kerlin (tie) 36 Hod
10. Jerry Edmond 41 Hod

ADELANTO TT SCRAMBLES
Adelanto, Calif.
Sun., Feb. 18, 1968

By Erma Redding

100cc NOVICE
1. Jim O'Neal Bul
2. Richard Sweaney (tie) Kaw
2. Michael Rendick (tie) Bul
3. Ron Typer M-B
4. Kirk Redding Bri
5. Bob Sanders Yam
6. Ronald Powell Yam
7. G. Januch Bul

250cc NOV./AM./EXP. MOTO
1. Tony Capistrano Bul
2. Arch Johnston Bul
3. Wade Zimmerman III M-B
4. Frank Russo Bul
5. Bob Williams Bul

500cc OPEN MOTO
1. Clarence Pitman Tri
2. Wes McAllister Tri
3. Jim Maupin Tri
4. Steven Drown Tri
5. Roger Kurtz BSA
6. Steve Tarvin BSA
7. Mike Koreis BSA

STUMP JUMPERS TT SCRAMBLES
Elsinore Raceway
Sun., Feb. 18, 1968

By Maureen Lee

50 NOVICE MOTO
1. Steve Nicholls Hon
2. Gary Caldwell Hon
3. Kurt Lewis Hon
4. Rick Parker Hon
5. Richard Carver Yam

100 NOVICE MAIN
1. Dale Hopkins M-B
2. Keith Tennis Hod
3. Gary Anderson Bul
4. Jocko Arledge Yam
5. Marty MacLean Hod

POWDER PUFF
1. Kelly Struble Hod
2. Eulene Long Hon
3. Patty Drake Hod
4. Diane Connolly Hod
5. Maureen Lee Hod

100 AMATEUR MOTOS
*1. Gary Scott Hon
2. Linus Beall Bri
3. Harlen Egge Kaw
4. Bob Saunders M-B
5. Steve Larsen Hod
* Pending result of protest.

100 EXPERT MOTO
1. Fred Edwards Yam
2. Steve Nicholls Hon
3. Ken Lee Yam
4. Dave Aldana Suz
5. Steve Stricklin M-B

125-175cc MOTO
1. Steve Bast Bul
2. Mike Carver Bul
3. Linus Beall Bri
4. John Sanbourne Hon
5. Chuck Daly Bri

200cc MOTO
1. Mike Bast Bul
2. Bob Ashcroft Bul
3. Jerry Heart Bul
4. Bob Speir Bul

250 NOVICE MAIN
1. Ken Martin Bul
2. Gary Lane Bul
3. R.S. Millner Bul
4. Al Griswold Gre
5. William Bart'els H-D

250cc AMATEUR MOTO
1. Eric Oleson Bul
2. Ted Longwith Gre
3. Jimmy Stein Hus
4. Len Hanson Gre
5. Terry Donaher Bul

250cc EXPERT MOTO
1. Gary Bailey Gre
2. Larry Taylor Bul
3. Jim Connolly Oss
4. Mash Yam

350cc NOVICE MOTO
1. Jim McClure Duc
2. Otis Wells Hon
3. Kurt Lohmyer Hon
4. Jerome Wahl Hon
5. Harrold Holliday BSA

350-500 AMATEUR MOTO
1. Fred Edwards BSA
2. Lou Wolf BSA
3. Arthur Lohnes Hon
4. Robert Niemall Hon
5. Bill Cochran BSA

500 NOVICE MAIN
1. Dennis Burton BSA
2. Jerry Thomasen Tri
3. Gary Nord Tri
4. Dan Border Tri
5. John Potter BSA

OPEN NOVICE MAIN
1. Clint Arrowwood Tri
2. Don Dudek Tri
3. Don Allen Tri
4. Jack Kavanaugh Tri
5. Roger Longhoffer Tri

OPEN AMATEUR MOTO
1. James Foxe Tri
2. Bill Noble BSA
3. Dick Allen Tri
4. Jim Myers Tri
5. Terry Morairty Tri

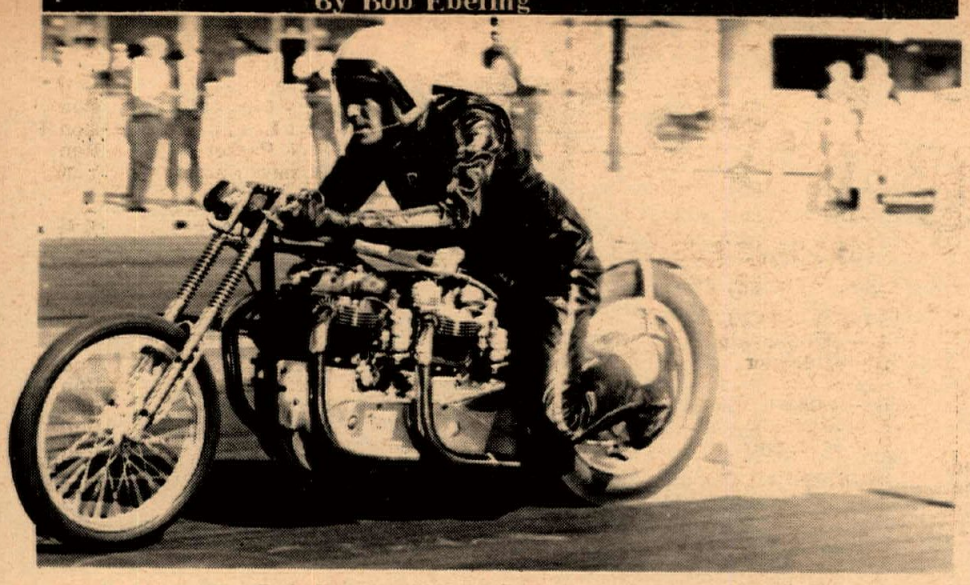
500-OPEN EXPERT MAIN
1. Feets Minert BSA
2. John R. Hon
3. John Kato BSA
4. Terry Dorsch Tri
5. Tony Denius H-D

SWEEPSTAKES
LIGHTWEIGHT
1. Fred Edwards Yam
2. Steve Nicholls Hon
3. Gary Bailey Gre

HEAVYWEIGHT
1. Fred Edwards BSA
2. Chuck Minert BSA

DRAG RACING

By Bob Ebeling



Boris Murray and his Ed Kretz-sponsored "Flustration."

Two promoters are actively engaged in increasing the activities of motorcycle drag racing.

After a lapse of some ten years, motorcycles will once again compete at Bakersfield, Calif., in the big annual NHRA three-day drag meet on March 8-9-10, thanks to the efforts of Mr. Jerry Johnson.

For this first time in a decade, there will be no classes. Only the one big heads-up elimination for top bike. At present there is a one hundred dollar purse, but Johnson is working hard at obtaining contingencies that will swell the purse to more pleasing figures.

The entry fee for Bakersfield, March, meet is twenty-five dollars, if pre-entered. A post entry would cost you forty-five. Deadline for the pre-entry is February 29th!

If you plan to enter this prestige event, send the entry plus information on machine and rider to: Kern County Racing Assoc., 701 Baker St., Bakersfield, Calif. 93305.

Sign in on Friday, run for tuning on Saturday and Eliminations Sunday.

Texas

Deep in the heart of, and at the raceway known as Austin Raceway Park, Austin, Texas: Mr. Tommy Connors has put his headers to the wall and produced a schedule of Big Buck for Bikes drag racing. Seven date have been scheduled to fill out a summer racing card.

The first event will be held in conjunction with the A.M.A. and Southwest Motorcycle Racing Association on Sunday, March 3rd. The drags will be held as a part of the Championships Road Races and it's race for the quarter-mile come rain or shine!

Other dates Tommy has scheduled are March 17, April 21, May 18, June 22, July 20 and a big three-day weekend on August 30, 31 and wrapped up on Sept. 1.

If you feel a strange tingling desire to travel for Texas and require more information, call Tommy Connor at his office, GR. 2-8246 or disturb his night's sleep at GL. 4-2993.

Lions

March 23, a Saturday afternoon and evening in sprints for a $900.00 (nine hundred) dollar purse.

The eliminations will be classed by E.T. brackets, not displacement or stage of modification. The breakdown of elapsed times has already been prepared but is being held in a sealed envelope until race time on March 23rd.

There are ten brackets in all, with a crash payout as follows: Top E.T. $50.00. Top mph $50.00. Bracket number 1 - $200.00 for top and $50.00 to the runner-up; #2 - $125.00 & $50.00, #3 - $75.00 & $25.00, #4 - $75.00 & $25.00, #5 - $50.00 & $15.00, #6 - $50.00 & $15.00, #7 - $25.00 & Trophy for runner-up, #8 - $10.00 plus a Trophy for the winner and a Trophy for the runner-up. #9 - $10.00 plus Trophy & Trophy, #10 - Trophy & Trophy.

No matter what type machine you ride, side-hack, moto-cross or dragster, there is a place for you in this Motorcycle Drag Festival.

Drag Racing

Lions can never be equalled in the variety of machines that appear. Last week they had the Desmodromic Triumph of Bill Sauer and this week a gentleman by the name of Parsios brought out a fuel injected BSA! Beautiful if not effective. The injectors gave Parsios a class win with the E.T. of 12.88 seconds that had the clocks stopped at 99.11 miles per hours. The BSA was great on the lower end but fell flat on top, as you can tell by the mph.

And then there's Dave Aller. What's he do? Just what no one else has ever accomplished. Take a stroke bore 305 Honda and stop the electronic clocks at a remarkable 13.02 seconds, with a speed of 101.46. The Honda 350 and 450 racers are pushed hard to equal those marks.

Irwindale

Six in for top bike eleiminations, Murray, Gordon, Disharoon, Ebeling, McEvoy-Martinez and Joe Smith.

Three Triumphs and four Harleys. Early in the day Bob Braverman's Yamaha was in there, but a transmission was spitting out teeth and Braverman was forced to load up.

Boris Murray had the best in miles per hour but was put away when he faced Joe Smith in the first round of eliminations. Murray's big twin-engine Triumph did a first time big wheelie and so did Smith, but Joe's wasn't as high, got down on the ground quicker and took the win. Murrays best for the day was 9.84 seconds.

Ebeling's Sta-Lube letters were tarnished when he snuck off the line ahead of Rick "Flash" Gordon and was given the big red eye for an illegal start. Gordon's Harley gasser won the round with an E.T. of 10.64 while Ebeling tried to hide in the bushes at the quarter-mile's end in 10.75 seconds.

Disharoon's 55-inch Sportster was up against the formidable McEvoy-Martinez twin-engine Triumph. Buddy Martinez rode the big double to a good lead and victory in 10.17 seconds while Disharoon was sucking the draft at 10.64 seconds.

Three were left. McEvoy and Martinez drew the lucky odd man position and sat it out while Joe Smith and Gordon went to battle.

Harley vs. Harley but Laidlaw Harley Davidson brought Joe the fuel that put the "Flash" of Gordon out in 10.14 seconds.

Ah, Triumph vs. Harley and both with low ten E.T. figures.

Up on the starting line each rider burned in the rear tire and pushed up to the staging lights. R.P.M.'s were brought to shattering numbers as the countdown came. At the green light clutches were dropped and Martinez was off in a cloud of smoke but Smith was just sitting there. Not burning rubber, the engine was O.K., racer was in that expectant crouch, waiting for the surge of power that lifts feet from the ground and makes dimples in the rear cheeks from the pressures of "6" forces, but none of it happened, for Smith was out of gear.

Martinez won the top bike race in 10.51 seconds.

Smaller Ones

I'll bet you didn't know that Ron Knapp is now the first single engine Yamaha to run in the eleven-second bracket. He has, and at an 11.96 elapsed time. This week he only tickled the elevens with repeated low 12 second runs, like his best of 12.08 at 107 miles per hour.

Several 650's were out in the gas burning classes and Jerry Nance put them all down one by one. Jerry's Triumph won B gas with an E.T. of 12.03 seconds at 108.00 miles per hour.

(Results on page 16)

SINS OF OMISSION

In the hurly-burly of the recent Ascot TT season opener, a couple of omissions occurred in our coverage that we'd like to put to rights.

First off, in the Novice Main Event, it was stated on our results page that Bultaco-mounted Steve Bast finished third. Not so. Bast, whose number is 116R, was inadvertantly confused with Gary Landry, an out-of-stater who traveled thousands of miles from the Deep South just to compete at Ascot and whose number is 116L.

Not only did Landry grab a third in the Main, he also took third in his heat race and won the Novice semi-main, riding a Bultaco. Our apologies for missing this fine effort by an Ascot beginner, and we'll be watching for him next time.

Also, while we're on the subject of fine efforts, a word about Bill Manley. He didn't receive deserved recognition either. Aboard a Triumph, Bill took the fastest Expert heat race, sat on the pole for the Expert Trophy Dash, and wound up fourth in the Main Event, his very best effort to date.

There, now we feel better – and we hope Landry and Manley do, too.

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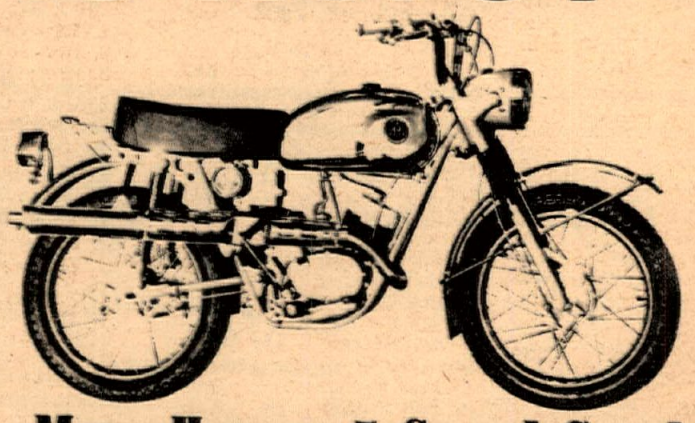

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MORGAN'S SHOW AT HI- JINX SCRAMBLES

By Larry Welborn

Frank Morgan put on a show for 37 other riders at the Hi-Jinx MC's Hare Scrambles at El Mirage (Calif.) Dry Lake, Sunday, Feb. 4.

Morgan, number 6 desert trail bike rider for 1968, led the 10-lap race wire to wire for the win. He was in complete command of the situation from the smoke bomb on.

After Morgan came through, the fight for second place proved to be very close with R. Willeford lasting out the others. R. Banfield placed third, followed by B. Sherman, F. Mendez and Frank Vallefuoco respectively.

The course was very fast and very safe. Average lap time for the five miles was approximately 9 minutes. The first portion to the smoke bomb was nearly flat out across the tules.

After rounding a sharp corner the course dropped into a mile-long sand gulch. The riders then made their way back to the pit area by traveling cross country.

The 100's Motorcycle Club, featuring some of the top names in the trail bike class, came out in force, placing very high in the trophy presentations.

The race began at noon on a day that seemed custom made for motorcycling. Near-perfect 70-degree weather blessed the event as did a slight breeze that kept the dust on the course to a minimum.

Third place R. Banfield must have especially enjoyed the conditions. His excellent finish came off one of his first starts since being injured in a race at Deadman's Point last year.

The only sad note to the otherwise excellent day of racing was the loss of one $40 tuned exhaust by one member of the 100's club.

The rider "lost" his muffler during the race, but decided to finish on his header pipe. Returning to the spot where the exhaust fell off, the rider was disappointed to find out that some thoughtless cyclist had stolen the pipe.

Other wise everything went over very well and none of the riders were complaining about receiving racing lessons from Mr. Morgan.

(Results on page 16)

DISTRICT 37 SPORTS COMMITTEE MEETING FOR FEBRUARY

By Maureen Lee

With newly elected President Ron Sloan in the chair, the February meeting of the District 37 Sports Committee was run with a completely relaxed but business-like air and was adjourned in about an hour with all business taken care of.

The Competition Committee in their first meeting had discussed several subjects that could make some changes to the competition scene in the coming months, with their report including the following:

More stringent penalties are being considered for clubs who are delinquent in reporting results of their events. This has been a problem for quite a while and the current penalties obviously are not enough. President Sloan and Committeeman Dave Lewis will work on a more standard reporting format of results plus considering a change in penalties and making suggestions on same.

Lewis also suggested a change in the current desert point system of transferring riders in class. Instead of the current 21 point method, points would be given only if a rider trophies in. The desert stewards will compile statistics on this to see if it is a workable suggestion.

New competition divisions are also suggested. A moto-cross division open to either desert or scrambles card holders but paying moto-cross points only; and a new desert division called Desert Master. This was explained as a "super-expert" class and would give riders more opportunities to win a trophy and perhaps bring out of "retirement" some of the big names who are no longer riding.

Biggest change is in the awarding of championship events. To throw a championship run in 1969 a club must request in writing to the Sports Committee the type of event and championship wanted not later than the August meeting 1968. Ballots will be prepared and mailed to the clubs for voting, to be returned not later than the November 1968 meeting. Championships will be awarded from the results of the voting.

Desert Ambulance Service

Dave Lewis, the District 37 Ambulance Co-ordinator has set up the following service for desert events for 1968. The ambulance will be provided by Morris Ambulance Service in Mojave. The stand-by fee is $60 per event. This includes first aid service using dry dressings only. The $60 fee will cover events held within 75 miles of Mojave, with additional mileage costing 50¢ per mile. Should a rider be injured enough to require transportation to a hospital the fee per mile to the nearest hospital or one of the rider's choice is $1.25 per mile. Clubs are also requested to have one member stand by the ambulance at all times during the running of the event as the ambulance will only move on instructions from a sponsoring club member, not from other persons.

March 1st has been given as the date for the annual District 37 trophy presentation. Buena Park will be the location and trophies will be given out for last year's District 37 Grand Prix plus the Districts' perpetual trophies. The Desert M.C., will share the presentation making their own awards.

Before the meeting was adjourned Sloan reported to the twenty-six clubs present that he had asked for a full financial report on the District financial condition including that of the Catalina Fund and that Secretary-Treasurer Bill Adams was presently engaged in working on this, for presentation at the February meeting.

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MIDWEST OHIO MESSAGE

By Ford Reid

Helmet laws are a lot like the weather. Everyone talks about them but very few people get around to doing anything about them.

A notable exception to that rule is the Glass City Motorcycle Club, a Toledo, Ohio group with a legal fund to fight the law on its own terms.

Ever since laws requiring motorcyclists to wear helmets began cropping up people who ride bikes have seen the writing on the wall.

It isn't just the helmet thing. Anyone who doesn't have scrambled eggs for brains is going to strap on his helmet everytime he climbs on the machine anyway.

Like the Glass City boys say, it's the fact the state government can tell you you've gotta wear one that is frightening. If the government can tell you today you have to wear a helmet tomorrow it can say anyone who rides a Honda has to wear pink underpants and people with BSAs must travel with beans in their ears.

Assuming the law is designed for the safety of riders it doesn't go nearly far enough. The law says you have to wear a helmet but it doesn't require you to wear shoes or shirts. Maybe a broken leg is okay but a broken head isn't.

The Ohio law was passed in last year's legislature, but evern before that local helmet ordinances were popping up all over the place. Again helmets are a good thing, right? But it's quite possible that they're a good thing for people in cars too. People in cars are a majority, though, and you aren't about to see anyone in elected office propose that one for a good while.

Glass City Club members are asking for funds to fight the law. They've hired a lawyer who's had experience with motorcycles in court and donations from clubs, dealers and individuals are beginning to trickle in. But it looks like it's going to cost upwards from $3,000 to fight the things in the courts and about $2,500 is still needed.

It might not seem like the Ohio helmet law effects riders on the west coast much. But someday someone will push one through there, too, and it will help to have a precedent if a case gets to court.

The Glass City members say the fight itself is almost as important as winning. If motorcyclists show as a group we aren't going to stand around and take what we're handed we won't get handed so much nonsense, they say. It makes sense and a buck or so from a rider with a stake in this thing is a mighty cheap way to find out.

So keep those nickles and dimes rolling in. The legal fund address is: Glass City Legal Fund, 7216 Nebraska Avenue, Toledo, Ohio 43617.

This is our fight to win or lose. We'll keep you up to date on how the club is fighting the law and the kind of progress they're making.

And remember, wear your helmet.

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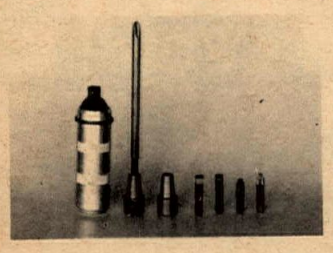

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Open Expert winner at Dehesa, Don Matthews (28) on Mike Garrett's BSA Gold Star, mixes it up with third place finisher Al Finana (6) and second place rider #1 Myron Carter, who is right behind Finana. Close contention like this was the order of the day and provided plenty of thrills for fans and riders alike.

HIGH BOOTS DEHESA

Wayne Hosaka takes to the air on his Bultaco PurSang, shows high-flying skill that brought him first place honors in the 250cc Expert class.

Story and Photos by Bill Harmer

Despite overcast skies that threatened rain, a fairly good crowd turned out for the High Boots M.C. TT Scrambles at the Dehesa course near El Cajon, Calif. on February 11.

With the continuation of the three-way feud between defending point champion Myron Carter and challengers Don Matthews and Al Finan, the Open Expert class attracted the greatest interest.

Carter on his seasoned Triumph displayed his usual skillful riding but still seems to lack the horses to stay out in front on the straights and was again shaded by veteran rider Don Matthews on Mike Garrett's beautifully tuned BSA Gold star. Al Finan, astride Earl Roloff's new Triumph, kept Carter and Matthews from getting careless by pressing them for the distance in all three motos, nailing down third spot in the standings.

Wayne Hosaka, demonstrating spectacular riding style over the jump and through the power sweep, captured the 250cc Expert class on his Bultaco PurSang, having a little trouble in the second moto when Chris Hansen on a 175cc Montesa squeezed by him to win the heat.

The busiest man of the day, Jim Mc Guire, not only won the 90cc Expert moto-cross on his own Hodaka but tooled Don Emde's Suzuki TM-250 to win second place honors in the 250cc Expert class.

Seventeen-year old Jim Harmon set such a sizzling pace in the Open Novice class that he won the first two heats by more than a third of a lap, accumulating so many points that all he had to do was finish the final heat to win. But not being one to loaf on the job, Jim got into the same groove and wheeled Mike Garrett's hot Norton Manxman to just as impressive a win as the previous heats.

As usual the 90cc Novice class drew the biggest field and it was sometimes difficult to tell which lap the bikes were on, but out of such confusion tomorrow's Experts emerge and now C. Claydon and his screaming Kawasaki are another step closer, having captured the most hectic class of all with D. Stauffer and R. Schaefer pressing him to capture second and third.

Carol Chiara got her Hodaka off the line first and held it there all the way to capture Powder Puff honors for the day.

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MARICOPA T.T. SCRAMBLES

Story and Photo by Harry Ghent

Taft Motorcycle Club ran the winter edition of their scrambles on Sunday, February 11. The weather was not the best but many good riders from the Central valley and Southern California showed up to put on one of the best races Maricopa, Calif. fans have seen in quite a while. The Maricopa track is a tricky, unpredictable one and the field of riders were up to the challenge.
(Results on page 16)

Little Ron Tobey (Z) showing Ray Yinger (193) the way around a tight left-hander. Ron is developing an excellent natural style and gave plenty of the big boys a fast shuffle throughout the day.

DID YOU KNOW?

...California showed an increase in motorcycle registrations of 71,221 in 1967 over 1966. Registrations of bikes in the Golden State totalled 315,433 in December, 1966. The figures for December 1967 show that 386,654 motorcycles were registered. Nobody knows how many unregistered "sporting" bikes there are, but it could be as many as 250,000 more.

...The Los Angeles Police Department has purchased a new Moto-Guzzi V-7 from ZDS Motors for police patrol use? Many other brands have been tested, but the V-7 is the first imported cycle to be bought and paid for by the L.A.P.D.

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...That the newly-imported racing engines from Italy, recently referred to in Cycle News as Ipalemmezepas, are in actuality Italemmezetas? Didn't know that, did ya'?

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...That the mechanic of the fastest qualifying bike at the Daytona 200-miler gets $500 from Cycle Magazine?

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A MEDAL FOR AMES

An Editorial By R.O. Fee

I am very happy to see Mr. Sherman Ames' letter develop as a result of stories filed by me and printed in Cycle News. The only disturbing factor is that in his fury, Sherm has connected two articles unrelated in content or time. Worse yet, Mr. Ames has attributed comments of persons clearly quoted by me, to me as my own editorial comment. The presence of a by-line an editorial does not make. So a medal for Sherm for saying what he thinks needs saying – and another for faulty reading.

I leave to the principals of the story to defend their statements and reasoning. The "RRC Loses" article (CN 2/2/68) was checked corrected, and rechecked by the principals so the story clearly expressed their feelings. I feel Sherm should have dealt with the actual statements of the story in question rather than what he though I said. The "...almighty dollar." statement (RRC Loses) was a clearly designated direct quote of the '67 Chairman, Robert Adsit. Through what alchemy does Sherman maintain that Adsit's statement becomes some standard developed by Bob Fee and magically applied to a statement of fact appearing in another issue of Cycle News? (RRC Meets, 2/9/68) There was no reference to the quote. The statement that Ames says casts so great an aspersion on the RRC was, "The Treasurer's report showed the lowest balance in several years due to the dance expenditures and the Chart Stewart's report..." Mr. Ames questions my intent – I question his reasoning!!!

Mr. Ames seems somewhat confused and as a result unfair when he attributes other peoples comments to me personally. That's comparable to holding Walter Cronkite responsible because he reported Nikita Krushchev's "We'll buy you" comment.

Had Sherm mentioned his wrath on any of the occasions he conversed with me since the publication of the articles and before his presentation of his letter, he would have found my offering him the same painstaking care developing his viewpoints as I gave the members of the Too Tired M.C.

Through his presentation of his letter and his rallying the RRC member's support, Mr. Ames has performed a valuable service. He also, albeit briefly, raised a spectre when during his remarks at the RRC meeting, in reference to RRC Loses and RRC Meets, he said, "Both of which I don't think have done any good." Does he desire that Cycle News and its reporters suppress all points of view (such as in RRC Loses) or commentaries that seek to pinpoint and discuss problems of the sport and the RRC in particular? Does Mr. Ames seek to stifle exploration and analysis of the various actions taken by the RRC or its officers? Would he deny the respresentatives and the consequences of any action because some officer might feel criticized?

I personally feel that all road riders; club members, outriders, and the RRC reps are entitled to know what activities transpire in RRC and what various viewpoints exist. The editors of Cycle News think likewise (the fact that these items appear here). I should think that the officers of the RRC would want to cooperate with Cycle News in dispensing such information. So far, perhaps due to the confusion of articles and editorials, they have been cool and almost secretive to this reporter. However, the year is young and the RRC, in the words of the chairman, hopes to achieve greater accomplishments.

I can assure Mr. Ames that as long as he continues to offer the superb skills of his shop foreman, Phil Runser, and the common courtesy extended any customer, I shall continue to patronize Mr. Ames' business. As he supports his family and knows how I support mine, I can only hope that it is a two-way street we travel.

THE FINISH LINE

By Roxy Rockwood

There should be more than one factory race team manager crying in his beer with Jody Nicholas around but not available for Daytona, or any other National road race for that matter.

Like good wine, Jody appears to improve with age and right now he is an old twenty-four. He will and can serve a most useful purpose, however. He can be the sparring partner for any and all Daytona hopefuls.

In other words, if you can beat Jody at Carlsbad you are ready to leave and head for bigger things in national road races.

Took Two This Time

Jody has an excellent BSA 650, in fact the best running rig that we have seen in road racing competition. He showed up last Sunday for the first time with a good 250 Yamaha and also did the job.

The Yamaha is also a good one but not as good as the team stuff that will invade Daytona. Then too, Nicholas can make any bike look good. He is silk-smooth and makes no mistakes.

He's a good guy to have around for a measuring stick for all current National road racers and the new and younger riders coming up the ladder. When he was active from '60 through '65 he was perhaps the most underrated road racer in America.

He has quite a stretch to go in the Navy as a pilot but Carlsbad is right in his current backyard. He'll be there and waiting in future events and is going to help make California fast on the pavement.

Get Those Entries In

Daytona entries close this Sunday night. Next week we will start giving a team by team rundown on who is riding what at Daytona on March 16th and 17th.

Between now and Daytona time the annual Ascot 100-lapper takes the spotlight with the Novice riders going on Saturday and the Amateur and Expert riders taking to the turf on Sunday.

A record crowd is again expected both on the track and in the stands. Any rider that does not know what is going to take place and when it is going to happen should start making some phone calls.

It's About Time

Race followers may also start looking for a movie to be made about racing cycles that will follow the same lines of the car picture titled "Grand Prix".

There were people at Carlsbad last Sunday getting the information and shooting some footage for the start of what can be the first of the "Good-Guy" films about cycling.

GOOD TURNOUT FOR BAKERS-FIELD HILLCLIMB

By M.J. Oxford

Sacramento's Dick Bertolucci (Triumph) traveled to Bakersfield for the Reveliers M.C. hillclimb, wound up 1st Expert in the Open Class and took home this trophy.

The Reveliers M.C. hillclimb held in Bakersfield, California on February 4 brought over 1400 spectators from all over Northern and Southern California, one of the biggest crowd ever to gather at Outlaw Hill.

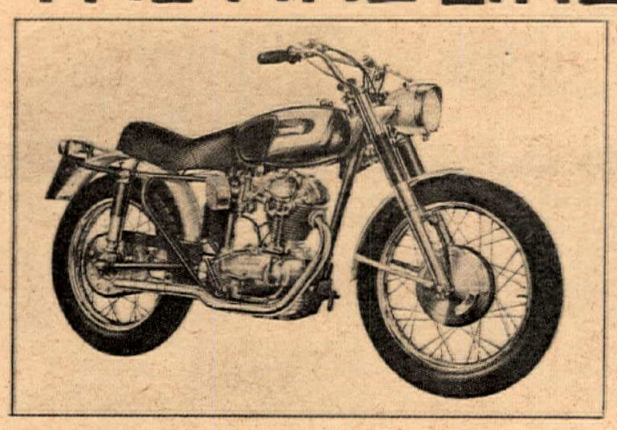
The day went fast and smooth. During intermission, besides the usual event for children climbing the hill, two dune-buggies came up from the Los Angeles area to compete with any rider for fastest time. Both buggies were not only beautiful but put on a great show.

The biggest attraction, however, was the Open Class event, which was won by Dick Bertolucci from Sacramento. Second overall and first Amateur went to Bakersfield's Dick Oxford. Bertolucci rode a Triumph; Oxford was Harley-Davidson mounted.

(Results on page 20)

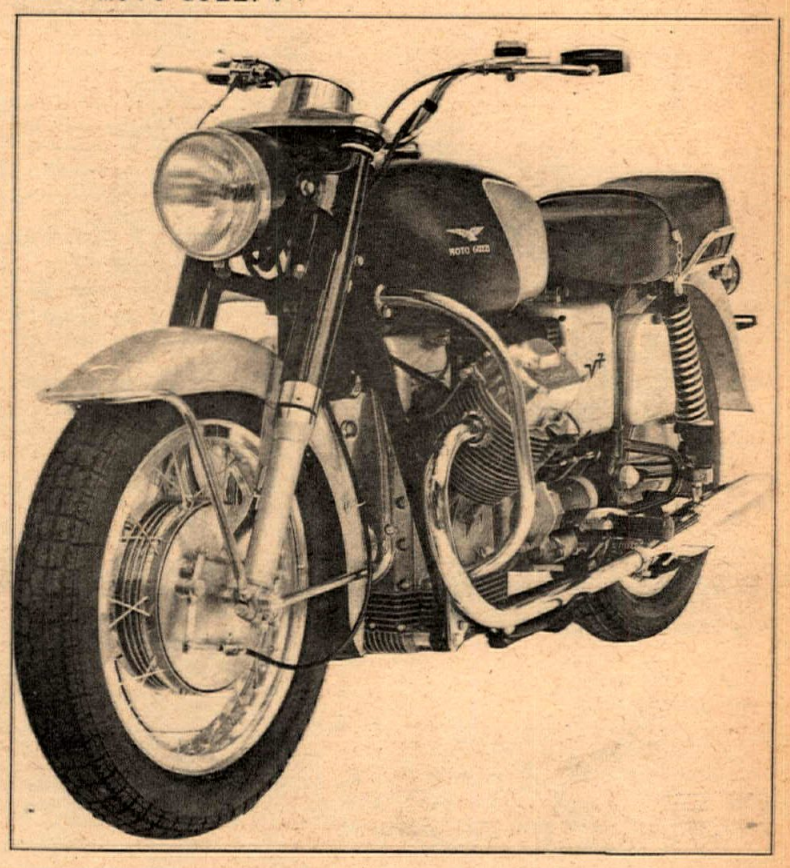
Norton — The World's Best Road-Holder. DUCATI — The Thoroughbred of Motorcycles. GUZZI — The Machine Built Exclusively for Unlimited Touring

THE FINE LINE



DUCATI 250 SCRAMBLER

700cc MOTO GUZZI V-7



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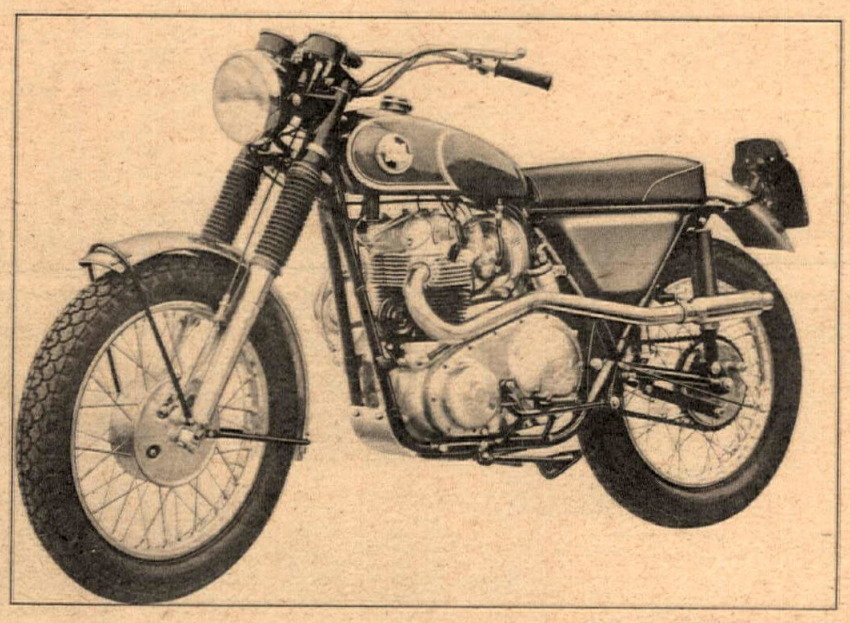

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'66 B.S.A. VICTOR

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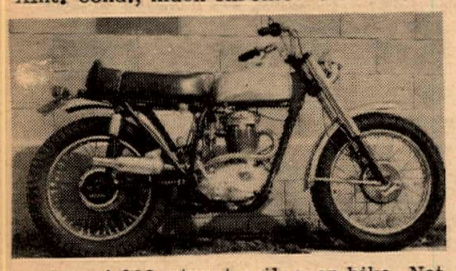

engine, 4,000 street miles on bike. Not raced. Many extras. Call after 4 :00 p.m. (714) 522-5304.

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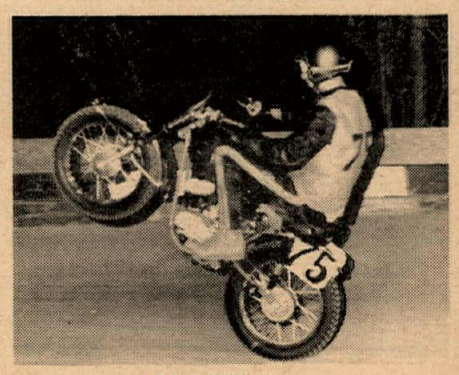

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67-1/2 Moto-Beta XC100 with less than 20 hours on engine. Broken in slow but never raced, only $350. Call Steve, (714) 774-9435.

TRADE: Clean 66-1/2 250cc Bultaco Matador for good 5-speed PurSang, pref. set-up for desert. Or ? – what else desert rig? Call (213) 662-8530.

FOR SALE: 1965 Ducati 250cc scrambler, less than 500 miles, excellent condition, lots of extras, bike and extras $450. Call after 6:00 p.m. Phone: EX 1-5315 (213).

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TRADE: 1961 BMW 600 car for M.C. trailer or dirt machine (basket case o.k.) car in good mech. shape. Mobley 689-3741 days.

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Ages 10-16 to sell Cycle News at races you attend in Calif., Washington, Oregon, Arizona & Nevada. Earn $2 to $10, per day. Write for information to Cycle Newsboy Service, Box 498, Long Beach,

1961 DESERT TRS (unit construction). Excellent, all new. Chrome moly long travel forks, light front wheel, lengthen swinging arm, Q cleaner, etc. $550. (213) 899-2807.

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GREEVES Scrambles and TT bike. Extremely competitive in all types of dirt racing. Excellent condition and very reliable. Am in debt – abolutely must sell. $425. (213) GE 9-6443.

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LEGISLATIVE NOTEBOOK

(Continued from page 7)

ing by the threat of interstate fund loss. California cyclists let the legislature know how they felt, they wrote letters, sent wires, spread the word. Clubs went on record opposing the legislation. The Hell's Angels went to Sacramento opposing the legislation, speaking out for the freedom of all cyclists. Senator George Miller of Senate Finance wasn't impressed by all the arguments for requiring the bike-rider to trade his liberty for highway funs. It takes a lot to impress Senator Miller because he knows what he is doing, especially when it comes to money. After all the uproar, though we emerged victorious, there was no loss of highway funds. The federal government isn't requiring that kind of slavish compliance. Efforts to improve the level of safety is the goal. And there are many other ways to make that effort besides sticking the head of every rider in a helmet.

The helmet hassle is here again but it is a weaker bill than last year, they have dropped some of the side issues. It doesn't have as good a chance as it did last year and its backers know it. But we can't quit or they will have it their way. Dont't wait. Object now! Wear a helmet if you want but if you don't want to have ot, got for a NO! on helmet legislation. And if this sounds like a pitch it is..... a pitch for your right to make your decisions about your safety. What can be more in the basic spirit of American liberty than that?

Scramblin Around

By Maureen Lee

We do have a bit of good news this week and let's all pray to whatever gods we pray to that this will work out. There's a chance of a new track opening. We still feel that the location is privileged information but we'll say this, it's in Orange County and will be close to the beach, so just think of the delights of wearing leathers comfortably all year 'round! And then after the Main, jog down to the beach for a wim! So start praying!

One of our scramblers, Dick Allen, has realized an ambition of a lot of motorcycle racers; he's opened his own shop. It's in Newhall on San Fernando Road and called Dick Allen Yamaha. Besides selling the hot two-strokes they'll work on all makes of machines and we know Allen's Triumph goes fast, so keep him in mind if you're out that way, or just stop by to take a better look at one of those new Yamaha scramblers.

Now that Elsinore is over, here's a thought. If you enjoyed the event, why not take time to write a note to the editor of Elsinore Valley Sun thanking the people of Elsinore for their hospitality? It's not every day you'll find a town willing to put up with motorcycles and it could well benefit attempts to run the event again next year. It was bad publicity that lost us Catalina so we need all the good we can get, so just take a minute, huh?

"INTENSIFIED" HODAKA

Pacific Basin Trading Co. (PABATCO) is proud to announce the "Intensified" Hodaka. This machine is in reality an up dated version of the tried and true Hodaka that has built a fabulous reputation for performance and dependability over the past four years. This model follows in the footsteps of the original design concept: that is, a "one model, one color" motorcycle incorporating continuous design improvement. New features, for the most part, interchange with the previous model, allowing present owners the option of updating their machines.

Headlining the list of improvements is the addition of a 5 speed wide ratio transmission as standard equipment. Engine capacity has been raised to 98cc. This gives Hodaka the distinction of being the first production lightweight to offer a 5 speed transmission in a road legal, race ready machine. The revised engine produces more horsepower (9.8), more torque (6.7 @ 5500) and a top speed of 62 mph. Not just a punched out 90, the new engine has a more ridged crankcase, new cylinder, piston, connecting rod, air cleaner and clutch. An energy transfer ignition system adds reliability to the spark department. To keep pace with the lawmakers, an all new exhaust system is fitted, quiet enough to satisfy any noise ordinance, yet actually boosting engine output.

Aesthetically, the package is more pleasing with new fork boots, 5" cross section rear fender, wiring junction cover, reshaped battery box, wider wheel rims and larger tires. That "form follows function" is evident in the design of the above mentioned items – nothing is superfluous or added on for pure cosmetic appearance.

Service improvements are visible in the form of altered seat mounting brackets, grease nipple lubrication for the shifter ratchet plunger and relocated transmission filler plug. Chain life is extended by lengthening the chain guard, protecting the chain from mud, and other abrasives.

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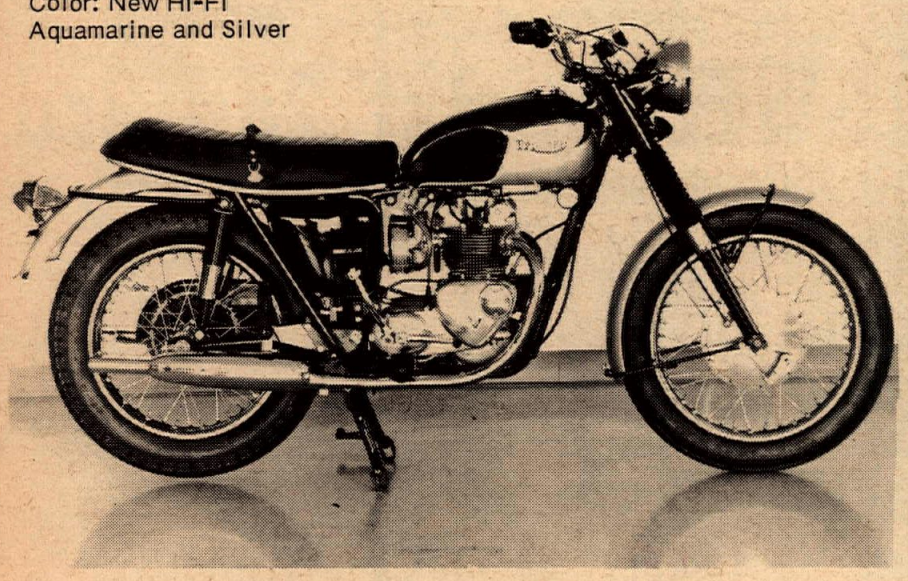
A refreshing change of pace in our Cycle News Monthly $10.00 Photo Contest finds winner George Hays taking home the loot, but unfortunately not the lovely subject of his lens, Miss Sue Bernard, who has been featured in Playboy Magazine as Playmate of the Month, nor the Yamaha (in case you noticed it). See info at left about how you can join the ranks of Cycle News Photo Contest winners.

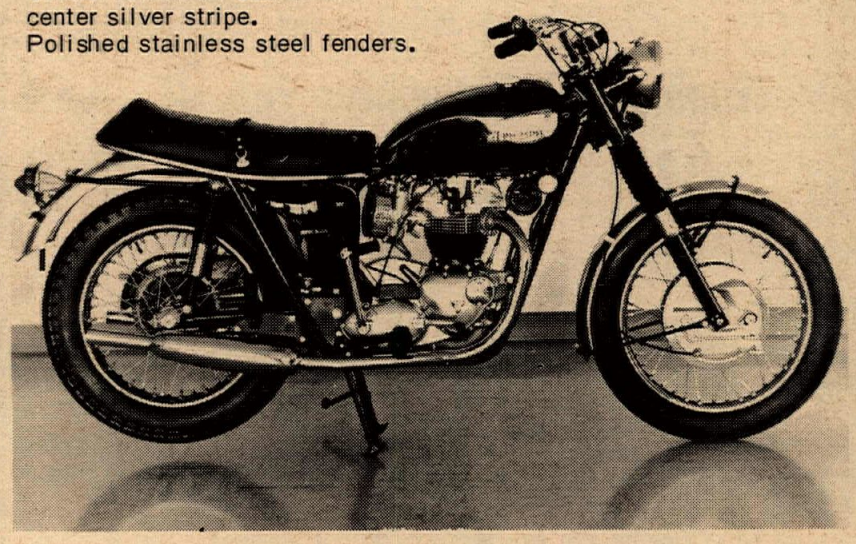
TRIUMPH #1 For 68

You too can have that #1 feeling

Triumph Daytona Super Sports T100R
500cc (30.50 cu. in.)
OHV vertical Twin
Twin carburetors
Speedometer: 125 mph
Color: New HI-FI
Aquamarine and Silver



Triumph Bonneville T120R
650cc (40 cu. in.)
OHV Vertical Twin
Dual Carburetors
Speedometer: 150 mph
Tachometer: 10,000 rpm
Color: New HI-FI Scarlet with
center silver stripe.
Polished stainless steel fenders.



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